

CYCLE NEWS

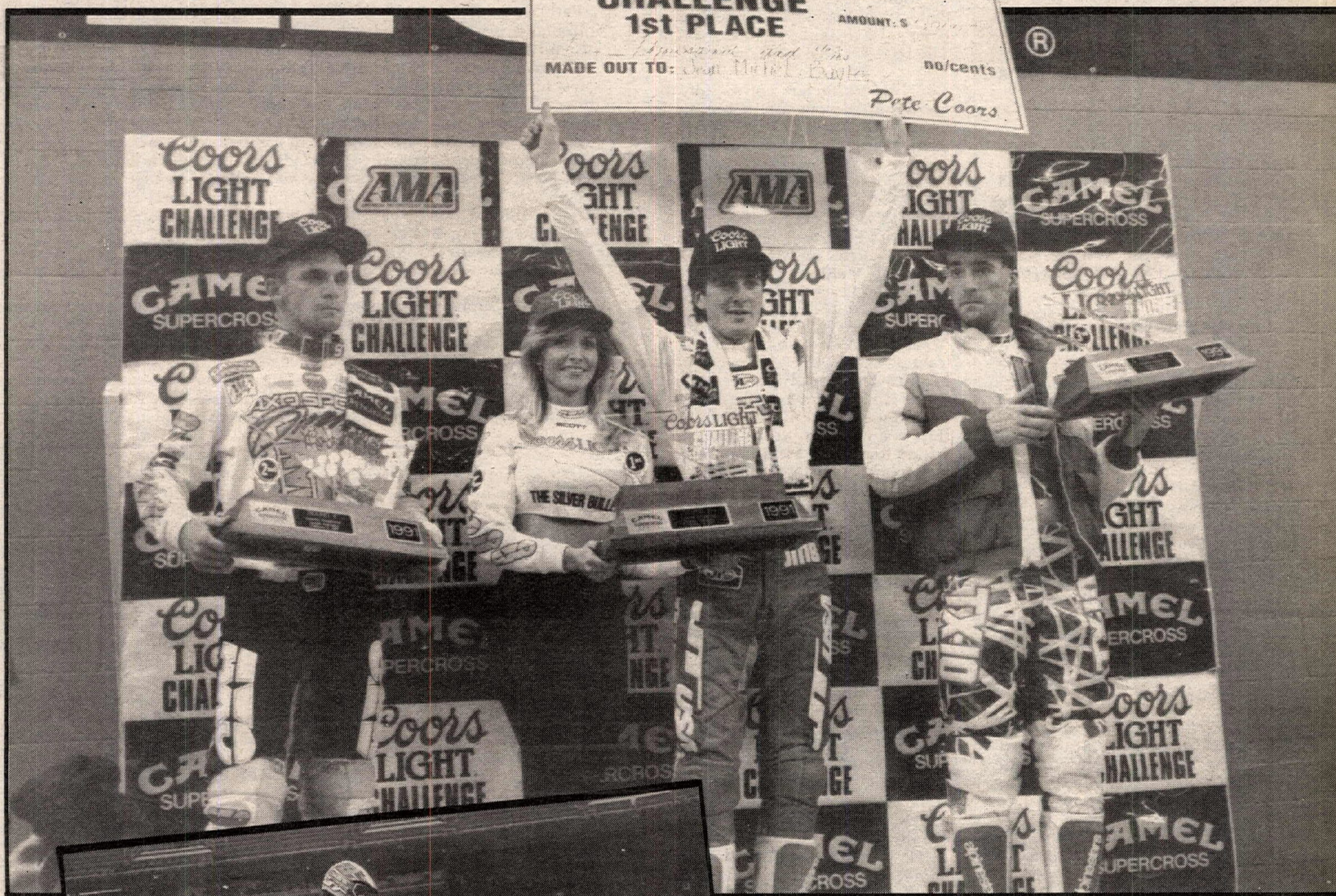
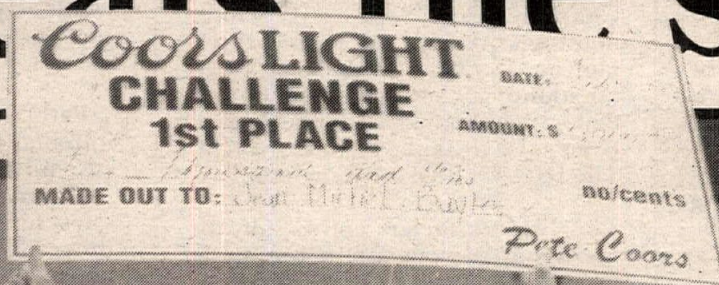
America's weekly motorcycle newspaper

February 13, 1991: Number 5

(outside the U.S. \$2.50) \$1.75

SEATTLE SUPERCROSS

Bayle steals the show!



Parker 400 to
Roeseler and Hunnicutt
Ice racing from Michigan

Riding impression:
KTM's 250 E-XC

Interview: Road racer
Chris D'Aluisio

IN THE WIND

By Papa Wealey

Road racer **Randy Renfrow** has been released from the UCLA Medical Center and is staying at a hotel near the facility with his mother and brother. Renfrow, who suffered severe hand injuries in a testing crash at Willow Springs International Raceway on January 24, was scheduled to return to the hospital on Monday, February 3, to have his injuries rechecked. Renfrow lost the tips to two of his fingers in addition to his entire thumb on his right hand, and vertebrae damage. The Virginian is awaiting major reconstruction that will see doctors take one of his toes and make him a new thumb. "I'd like to thank everybody," Renfrow said. "The outpouring of concern has been almost overwhelming. I know I've got a long, tough road ahead, but I'm thankful. It could have been a lot worse."

Micky Dymond (Yam) topped the 250cc Pro class at round five of the southern portion of the GFI California Winter Series held February 3 in Perris, California. **Dana Wiggins** (Yam) was the 125cc Pro class winner, **Craig Zitterkopf** (Kaw) won the 500cc Pro class and **Coli Berenyi** (Suz) was the winner of the Vet Pro class.

Ryan Hughes (Kaw) swept both the 125 and 250cc Pro classes during round five of the CMC Golden State Nationals South in Ramona, California, on February 3. **Mike Healey** (KTM) was the winner in the 500cc Pro class, while **Broc Glover** (Hon) topped the Vet Pros.

Tallon Vohland (Suz) scored the 125cc Pro class win at the northern portion of the CMC Golden State Nationals held in Marysville, California on February 3. **Willie Surratt** (Hon) stole the show in both the 250 and 500cc classes while **Dave Coupe** captured the Vet Pro win.

John Dowd (Hon) wrapped up his second successive 250cc Winter AMA MX Series with a win in the final round in Gainesville, Florida, on February 3. Dowd topped Vince DeVane (Hon) and Ross Pederson (Suz) in taking the win. **Mike Brown** won the 125cc Pro class in Gainesville, beating Dowd (Hon) and Ezra Lusk (Suz). The series title, however, fell to Barry Carsten (Suz), who finished fourth in the final round.

Dirt tracker **Steve Morehead** rode a modified Husaberg MC501 to a clear victory over Spanish enduro ace Jordi Alcarons (Hus) and road racer Alberto Puig (Yam) in the Sant Jordi Palace Olympic Indoor Stadium in Barcelona, Spain, on February 2. Close to 15,000 fans had their first taste of American-style dirt track racing as Morehead and the rest raced on a 230-yard, hard-packed clay oval in an event sponsored by the Spanish motorcycle magazine Solo Moto.

Morehead, 35, is looking forward to his **17th season** on the AMA Grand National Championship circuit. The Ohio resident, who won two Nationals last year and finished fifth in the final Camel Pro Series point standings, said: "Hank Scott will do my XR750 engines again and I have a new major sponsor in the Shepard Chemical Company of Cincinnati. KK Motorcycle Supply, John Dragoo, F&S of Dayton, Storz and Bell Helmets will continue to support me. I'll also be riding a Harley-Davidson 600 that belongs to Taylor White IV and Mike Wheeler will help me with that bike." Morehead's two half mile wins (Hagerstown and Ascot) last year moved him

to within two victories of the 19 National dirt track wins posted by Joe Leonard, who is sixth on the all-time win list.

Suzuki's **Buddy Antunez** and **Mike LaRocco** were absent from the Seattle round of the Camel Supercross Series on February 2. According to Suzuki team manager Ray Tetherton, Antunez is recovering from the separated right shoulder he suffered at the Anaheim SX and is expected to be sidelined for three weeks. LaRocco missed the Seattle event because of a sprained wrist; he is scheduled to remain in a cast for four weeks.

According to his manager Jim Doyle, road racer **Randy Mamola** is still without a ride for the 1991 500cc World Championship Series. "We have nothing working at this point," Doyle said on Monday, February 4. When questioned about rumors from Europe that have Mamola on a Camel-backed Honda, Doyle said: "It's just a rumor. There's never been anything to it."

The list of foreign entries for the upcoming Daytona 200 is beginning to look impressive. Headlining the confirmed list is the fourth place finisher in last year's 500cc World Championship Series **Niall Mackenzie**; Mackenzie will ride a Honda RC30. Also Honda mounted will be Brits Carl Fogarty and Steve Hislop. Foreign entries on Yamahas include Brits Rob McElnea, Brian Morrison and David Leach and German Peter Rubatto.

According to Commonwealth Racing team owner Martin Adams, Canadian **Miguel DuHamel** has been signed by the Honda team to contest the 1991 AMA Superbike National Championship as a replacement for the injured Randy Renfrow. "He'll make a good complement to the team and I'm happy to have him," Adams said. "I think it will be a good squad." DuHamel joins European Superbike Champion Rich Arnaiz on the Commonwealth team. DuHamel, however, is likely to miss two rounds of the series, Mid-Ohio and Willow Springs, due to a conflict with his contract with Kawasaki to contest the World Endurance Series.

Road racer **Kurt Hall** had his van, trailer and motorcycles stolen from an Atlanta, Georgia, shopping mall on January 27. Among the stolen goods were a 1991 Suzuki GSXR1100 and GSXR750, as well as Hall's 1977 Honda CB400, leathers, helmets, spare wheels, tools, and canopy. The frame number on the GSXR1100 is JS1GV73A6M2100542 and the engine number is 112567; the 750's numbers are JS1GR7AA7M210500 for the frame and 110134 for the engine. "Hopefully others will learn from our experience and racers will be better prepared via theft protection equipment and not believing, as I did, it won't happen to me. It did and we know better now," Hall wrote in a letter to *Cycle News*. Hall can be contacted at 803/681-9372.

The **pre-season testing schedule** for the majority of the Grand Prix road race teams is going ahead as planned, despite the war in the Persian Gulf. Although reports have indicated that the Suzuki, Yamaha and Honda test sessions in Australia had been cancelled, all have gone on as planned. Some of the teams will be testing, however, without Japanese engineers, who have been told not to take international flights by their respective factories. All three factory efforts are

Helmet bills on legislative agendas

The new legislative season is underway, and already six state legislatures are considering bills that would mandate helmet use by all motorcycle riders. That's the word from the American Motorcyclist Association (AMA), which has begun the job of responding to this year's motorcycle-related legislation.

In California, Assemblyman Richard Floyd (D-Carson) has reintroduced his controversial helmet bill in the state's General Assembly. That bill, designated as Assembly Bill 7, would require helmet use by riders of all ages. As it stands, the current law calls for helmet use only among passengers under the age of 15 1/2. Even though Floyd's attempts to pass a mandatory helmet law were blocked by vetoes from then-Gov. George Deukmejian in 1988 and 1989, AB7 is expected to get early attention in this year's legislature.

In Connecticut, Sen. Thomas Upson (R-Waterbury) has introduced legislation that would broaden the state's helmet law, which currently applies only to riders under age 18. Upson's proposal, Senate Bill 26, would require that motorcyclists of all ages wear protective headgear.

In Illinois, one of three states that do not have helmet laws for any motorcyclists, Sen. Howard Brookins (D-Chicago) has introduced Senate Bill 22, a measure that would require mandatory helmet use and eye protection by all riders. At the same time, Brookins introduced House Bill 23, which contains a provision mandating the use of eye protection among all riders and helmet use for only riders under 18.

Early in this year's legislative session, Delegate Theodore Levin (D-Baltimore) introduced two measures that would expand Maryland's helmet law, which currently calls for helmet use by riders under age 18.

Under the terms of House Bill 31, all motorcyclists would be required to wear safety helmets. House Bill 32, Levin's other helmet proposal, contains an unusual provision which says that failure to comply with the helmet requirement would not be considered a moving violation for which points may be assessed. Meanwhile, Sen. Arthur Dorman (D-Annapolis) has introduced a measure in the Maryland Senate that would also require the mandatory use of safety helmets.

In New Mexico, current state law also calls for helmet use for riders under age 18. But that could soon change because Sen. Gloria Howes (D-Gallup) has introduced legislation, Senate Bill 43, which would require all road motorcyclists in the state to strap on a safety helmet.

Finally, in South Carolina, Sen. Douglas Hinds (D-Georgetown) has introduced a measure that would affect all road-riders in that state. Hinds' bill, Senate Bill 284, calls for riders of all ages to wear helmets.

The AMA supports the belief that adult riders should have the right to make a personal decision regarding the use of protective equipment. The Association emphasizes rider-education, licensing laws, alcohol awareness and voluntary helmet use as measures that can be implemented to enhance the safety of motorcyclists.

Motorcyclists in these states who agree are encouraged to make their views known on these important issues and can obtain the addresses of their elected representatives by calling the AMA's Government Relations Department at: (614) 891-2425.

testing at both Phillip Island and Eastern Creek in Australia.

Italian GP road racer **Luca Cadalora** tore ligaments in his foot during a testing crash at Phillip Island in Australia recently. Rothmans Honda's Cadalora, who finished third in the 1990 250cc World Championship on a Marlboro Agostini Yamaha, was forced to sit out the rest of the test.

Team Lucky Strike Suzuki's **Didier de Radigues** was also injured during test sessions in Australia. The Belgian crashed at Eastern Creek, the site of the 1991 Australian Grand Prix, and suffered a broken bone in his wrist. Australian **Kevin Magee**, who is attempting a comeback from the serious head injuries he sustained at the U.S. GP last year, reportedly had been turning lap times 1.5-seconds quicker than de Radigues when the Belgian crashed. Magee's times are also not far off those turned by the team's number one rider, **Kevin Schwantz**. Schwantz clocked a 1-minute, 33.9-second lap using Michelin rubber on his Suzuki, and a 1:34.6 using Dunlop tires. The Texan claims the new Suzuki is easier to ride, thanks to its added weight and stiffness.

Quiz time answer: Last week we asked you to name the four riders who won Grand National Championship Series titles by the margin of one point and to also name the riders who lost out and in what years. The first rider to win a GNC title by one point was Carroll Resweber, who in 1958 dethroned Joe Leonard, 36-35. In 1963, Dick Mann edged out George Roeder, 114-113. Randy Goss topped Hank

Scott for the '80 title, 208-207. And most recently, Ricky Graham won the title by one point, 285-284, over Bubba Shobert in 1984.

Quiz time: Jeff Stanton can tie two other riders for the record of three-straight 250cc MX National Championship titles if he wins the championship this year. Name the two riders who hold the record.

The appointment of **Roscetti Corporation** of Somerdale, New Jersey, as the exclusive distributor of **Bimota** motorcycles in the U.S. has been confirmed by the Italian bike manufacturer. According to Bimota, Roscetti will receive 140 motorcycles this year, consisting of the Yamaha FZR1000-powered Dieci and the Ducati-powered Tesi 1D. Roscetti can be reached by calling 800/437-4494.

The **15th Annual GNC International MX Final** which will take place at Lake Whitney Cycle Ranch in Whitney, Texas, March 8-10, will again host a **Women's class**. Multi-time Women's class champion Mercedes Gonzalez will compete in the event. For more information, contact Nadine Holbert at 713/530-3755 in Texas, or Tami Rice, president of the Women's Motocross Association, at 714/734-2278 in California.

The opening event of the six-round **AHRMA Nor-Cal Vintage MX Series** will take place at Sandhill Ranch in Brentwood, California. The event is for vintage bikes only and all normal AHRMA classes will be run. For more information, call 415/634-3328.

The only **AHRMA National Championship Vintage MX** on the West Coast will also take place at Sandhill Ranch, April 14. With two-time Grand National Champion **Dick Mann** the host, the event will feature the popular **Past Masters** race. Among the riders committed to compete are former World Champion Brad Lackey, Jim Pomeroy and Tom Rapp. The event will take on an international flavor with 10 Australian riders plus riders from Canada and England scheduled to compete, according to Mann.

World Champion **John Kocinski** was honored by his adopted hometown of Modesto, California, last week when he was named Area Athlete of the Year in the Open division. Kocinski, who moved to northern California from Little Rock, Arkansas, was testing in Australia and didn't attend the awards ceremony in Modesto on January 29. Referring to the Team Marlboro Roberts Yamaha 500 he'll campaign this year, the 250cc World Champion told the Modesto Bee: "It's just a lot more motorcycle. My neck's sore, my arms are sore and I've got blisters on my hands." Kenny Roberts claimed the Modesto Area Athlete of the Year award in 1973 after he won his first Grand National Championship title.

European Superbike Champion and newly-signed Commonwealth Racing rider **Rich Arnaiz** will join Fast By Ferracci Ducati rider **Doug Polen** as guests of Circle Bell Industries at the trade-only Dealer News Motorcycle Expo in Cincinnati on February 16-18. The riders will be on hand to autograph their signature T-shirts, which are part of Circle Bell's American Hero Collection.

The **Concord Township**, Ohio-based Lake County Off-Road Conservation Club, in response to the closure by the Lake Metroparks of some prime riding areas in Lake County, has proposed that the Metroparks open an off-road trail riding area within their borders and allow an observed trials competition. The club believes that an observed trials is a good way to bridge the gap between the park community and the off-road community. In support of the proposal, the club is asking readers in Lake County and surrounding counties to write to the Metroparks. Tell them that you support the creation of an off-road trail area and that you support holding an observed trials within the park boundary. Write to: Mr. Leon Younger, Director, Lake Metroparks, 11211 Spear Rd., Concord Twp., OH 44077.

After the last round of the CMC Golden State Nationals, **Willie Sur-**

ratt will leave for Europe to contest the World Championship 125cc MX Series for Giunta Honda of Italy. "I'm looking forward to going," said Surratt. "The tracks are great, and my bikes are good. Pasta gets old pretty fast, though!"

After three years on the 125cc MX GP circuit, **Mike Healey** will switch to the 250cc GP class. The southern Californian will live in Belgium, and compete with a French license. "The 125 class is for the old men and the new kids," said Healey. "I'm tired of that, and I'm looking forward to racing the 250s!"

Check your local listings for tape-delayed telecasts of the **Budweiser Speedway Ice Racing World Championship II** which took place in Tucson, Arizona, on January 12. Part one of the event will air on **Sportschannel America** on Saturday, February 16, and the conclusion on Sunday, February 24. The first race of the I.C.E.-promoted World Cup Ice Speedway Championship which took place on February 2-3 in Kennewick, Washington, will air on Sunday, March 10, with the second night's racing appearing on Sunday, March 24.

Gary McDonald, general manager of Kushitani, has announced the signing of road racer **Bruce Tebo**, runner-up in the WERA Formula USA Series and ARRA Open Modified and Open Super Street class champ last year. Tebo will be flying Gary McDonald Racing colors in 1991, campaigning a Suzuki GSXR1100 and a GSXR750 in the WERA F-USA and 750 Super-sport and ARRA F-1. The "industry project," as McDonald calls it, has attracted a long list of backers from within the motorcycle industry.

Bob Conway, head of the Harley-Davidson racing team, says he's leaving the position. "I've applied for one of the job openings in quality audit at the York, Pennsylvania, plant," said Conway. "I was involved in quality before taking over the racing team and am looking forward to moving back to the eastern part of the country. I'm proud of my four years as manager of the racing team. We won the (Camel Pro Series) championship in three of those years and developed a totally new redesigned XR750 motor." Plagued with problems in its initial release last year, the new Harley motor is now "very reliable," according to Conway. "It must be, because I've got 20 orders sitting on my desk."

The **20th Annual NMA World Mini Grand Prix** has been changed

to a new location in Nevada. On April 19-21 the races will be held six miles north of downtown Las Vegas off Interstate 15 and over \$100,000 in contingencies will be up for grabs. For more information contact the National Motorsport Association at 213/868-8112 or 714/855-1602.

Belated word reached us from the California Department of Parks and Recreation, that proposed acquisition of 2025 acres to be added to northern California's **Hollister Hills State Vehicular Recreation Area** will be discussed at a public meeting this Thursday, February 7, at 7:30 p.m. at the San Benito High School Auditorium in Hollister. State park planners will present a proposed land use concept at the meeting. Written comments, which must be received by February 22, may be addressed to Department of Parks & Recreation, OHMVR Division, P.O. Box 942896, Sacramento, CA 94296-0001.

ARRA road race announcer **Kenny Kopecky**, who finished second in the southern California club's 750cc Superstreet Championship in 1990, plans to intensify his race efforts for 1991. Kopecky will ride a Yamaha FZR1000 in the Open Production class and a Suzuki GSXR750 in the Superstreet class. He's also entered the Daytona 200 and will compete in other selected AMA Nationals as his announcing and ARRA schedule allows.

Interested spectators at the Sunbank 24-Hours of Daytona car race were four-time World Champion **Eddie Lawson** and three-time champion **Freddie Spencer**. Lawson was a guest of the Bud Light Jaguar team and was accompanied by his trainer Dean Miller, who worked for the Bud Light team during the race.

The purse at **WERA Pro Series** road races has been increased. The total purse for the F-USA class is \$12,050 with the winner collecting \$3200; the Formula II class will carry a purse of \$6350 with the winner earning \$1500; the Dunlop Superstock 1100 class will have a purse of \$1300 with the winner getting \$400; and the Future Stars class will pay a purse of \$2000 with the winning Novice rider earning \$200.

WERA also announces that for the second year in a row, **Metzeler Tire** will be the title sponsor for the Grand National Final at Road Atlanta at the end of October.

Road racers Scott Zampach, Tripp Nobles and Nigel Gale will team up in 1991 to form **Team Hog GTU**. The

Jake VanVleet-owned team will compete in the AMA/CCS National Endurance Series on a Buell Harley-Davidson. The team takes the place of VanVleet's former squad, Team Tumor GTU.

While we trust many of you have been joining us in sending *Cycle News* and other publications to our troops in the Middle East, note that the U.S. Central Command has requested that **mail** to service men and women serving in **Operation Desert Storm** be limited to first-class letters and audiocassettes. The Pentagon says the increased movement of combat troops and support units requires that transportation support must be first devoted to sustaining those troops.

Goat to the rescue: When a competitor's motorcycle was stolen from southern California's Perris Raceway at the January 13 round of the GFI California Winter Series North-South Showdown, promoter **Goat Breker** took action to retrieve the bike. Breker tracked the stolen machine to a nearby residence and offered to purchase the machine but his offer was refused. Breker then shoved the suspect from the bike, jumped on and rode away. He later reported the incident to the police, who informed Breker that the suspect had been arrested for possessing automatic weapons.

NAMED: Beth Shaw to the position of western advertising manager for American Motorcyclist magazine, the monthly magazine of the AMA. Shaw most recently held a similar position at Motorcycle Industry Magazine.

APPOINTED: KMX Distributing of Irwin, Pennsylvania, as the exclusive U.S. distributor of Off The Wall Sportswear. KMX will introduce Off The Wall's 1991 product line at the trade-only Cincinnati Dealer Show, February 16-18.

SOLICITED: Resumes from motocrossers seeking Off The Wall Sportswear sponsorship for the 1991 season by KMX Distributing, 9571 Route 30, Irwin, PA 15642, 412/863-9070.

MARRIED: Mike Bishop, former California OHV Commission chairman and *Cycle News* contributor, and Suzan Terry, on January 16 in Santa Barbara, California.

FORMED: Ed Salley Racing (ESR) by former Grand National Championship Series competitor Ed Salley. The firm specializes in the preparation of

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ON THE FRONT PAGE:

Frenchman Jean-Michel Bayle won his second AMA Camel Supercross of the season at the Kingdome in Seattle, Washington. See page 6 for race coverage. Photos by Brian Barnes.

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America's weekly motorcycle newspaper

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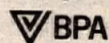
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VOICES Letters to the editor

Miracle recovery

Our son, Fred Hensley, Jr., wrote to you last July about his motorcycle accident in Ohio which left him paralyzed from the neck down at the time. He ended his letter by saying, "I'm going to win this race." He has and is still winning! He has even started working for four hours a day. In fact, if you saw him you'd think he'd never had an accident. Through his ordeal and all the hard work, he never lost his sense of humor and the smile on his face got all of his family through many, many days. His doctor calls his recovery a miracle.

I just wanted to let everyone who knows Fred, Jr., to know how well he's doing and to thank everyone from the bottom of our hearts for their prayers and thoughts.

Deanie Hensley
Coppell, TX

Sidelined

I am an avid fan of road racing and I'd hate to see it go to shame because of money and insurance. I've been a fan since the age of 3 and I'm only 13 now. I used to race YSRs, but now I can't because of insurance. This really hurts because I loved it and my dad just put about \$2000 worth of time and money into it. The thing I'm trying to say is that kids my age should be able to race 50 and 60cc road race machines so we can keep this country a force to be reckoned with in world class road racing.

Frank Jay Carver
Hamilton, OH

If you're referring to a track in your area excluding you from its race program because of your age, keep in mind that due to the present lawsuit mania in the U.S., insurance compan-

ies have put liability insurance out of reach of many race promoters for events in which riders under the age of 16 participate. May we suggest you squirt some dirt until you're 16. Many MX and dirt track races are conducted in your area, and, as you no doubt know, road race World Champions Kenny Roberts, Eddie Lawson and Wayne Rainey did their thing on dirt before switching to asphalt... Editor.

That's DGY Racing

I would like to clarify a matter that appeared in the January 23 issue's "Supercross predictions" article on page 13. Team DGY was flattered to be listed as part of Team Yamaha. However, (125cc riders) Jimmy Button and Joel Albrecht in the Western Region and Doug Henry and Eric McLear in the Eastern Region, are riding Yamahas for DGY Racing (not Team Yamaha), with major support from Yamaha Motor Corporation, USA.

Also, in your January 30 issue in the 125cc Eastern Regional Supercross Series point standings, you omitted McClear who is tied for eighth with 14 points (he was seventh at Orlando).

We appreciate your mention of DGY Racing as it relates to our riders. This encourages the sponsors to continue their financial support of our sport.

Jim Swan
President
Yamaha of Downers Grove, Inc.
Downers Grove, IL

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IN THE WIND By Papa Wealey

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Yamaha 650 and 750cc twin-cylinder four-strokes for vintage racing. Salley can be reached at 311 John C. Calhoun Dr., Orangeburg, SC 29115, 803/536-4035.

NAMED: Barry Beehler to the position of director, marketing communications, by Kawasaki Motors Corp, U.S.A. Beehler, formerly Kawasaki's director, sales services, will report to Bob Moffit, vice president, marketing. Beehler will retain his current responsibilities for the Team Green racing program and the planning of major company meetings and conventions.

FORMED: Moto America Inc., in Lillington, North Carolina, to take over Moto Guzzi operations in the U.S., including exclusive importation and distribution, sales, parts, warranty service, and dealer service and development. The new company's president and principal owner is Fran Contaldi, formerly the general manager of Moto Guzzi of North America, the previous importer. Completing the ownership and management team are Mark Macek, former national warranty manager at Maserati Automobiles, and Eric and Emily Phillippe, the owners of Midway Cycles, the Moto Guzzi dealership in Lillington whose facility will house part of the new operation. Dr. John Wittner, the driving force behind the marque's road racing efforts, has agreed to serve on Moto

America's board of directors. Models to be offered initially include the California III, Mille GT and 1000S. Moto America can be contacted at P.O. Box 850, Lillington, NC 27546, 919/893-6647.

CORRECTION: The phone number listed in a Wind item last week regarding the Dirt Speedway Association Lake Perris Fairgrounds AMA Pro Speedway races was incorrect. The correct number is 714/825-1423.

RESTRUCTURED: The planning, marketing, and sales divisions of Kawasaki Motors Corp., U.S.A. Various planning and product management functions have been consolidated under the marketing banner. Some responsibilities formerly housed in the sales services and planning departments have been shifted to either national sales or marketing. Sales administration and dealer services departments will now report to Don Pruitt, director, national sales. Kawasaki also announced the formation of a Corporate Office function, to be responsible for overall business planning, including import, sales and inventory plans, product pricing, and operational improvement. And in conjunction with the restructuring, a title change for Henry Schnitker to senior sales manager, police, government, and national account sales was announced. Similarly, John Hoover has assumed added responsibility as motorcycle/ATV product manager. Hoover will continue in his present capacity as marketing services manager.

1991 AMA Dirt Track

1. Scott Parker
1. *Chris Carr
3. Ricky Graham
8. Steve Eklund
9. Jay Springsteen
10. Doug Chandler
11. Charlie Orr
12. Rex Fisher
13. Mickey Fay
14. Don Estep
15. Garth Brow
16. Ronnie Jones
17. Aaron Hill
18. Terry Poovey
19. Bill Herndon
20. Chris Carr
21. Will Davis
22. Keith Day
23. Kevin Atherton
24. Bryan Vilella
25. Jon Cornwell
26. Kirk Strong
27. David Camlin
28. Marc Gifford
29. Scott Adams
30. Bryan McDowell
31. Dan Ingram
32. Mike Hale
33. Dave Hebb
34. Scott Saunders
35. Mark Gruber
36. Steve Aseltine
37. Erick Gruber
38. Audie Huff
39. Erik Graybeal
40. Thomas Troudt
41. Doug Davis
42. Steve Morehead
43. Bobby McDowell
44. Kris Kiser
45. Jim Sumner
46. Mike Iderbitzin
47. David Rayburn
48. Rick Hocking
49. Brian Anderson
50. Curt Rehmer
51. Craig Estelle
52. Chris Evans
53. Tim Mertens
54. Speedy Kell
55. Ricky Henson
56. Geoffrey Clark
57. Rusty Rogers
58. Dave Durelle
59. Willie McCoy
60. John Parker
61. Edward Morris
62. Steve Burkholder
63. Jeff Dietz
64. Robert Damron
65. Randy Texter
66. George Roeder, II
67. Randy Roose
68. Darrin Erichsen
69. Keith Jacobsen
70. Michael Scott
71. Robert Majeski
72. Larry Pegram
73. Sal Hoffman
74. Dan McDonnell
75. Ted Taylor
76. Steve Kasten
77. Scott Stump
78. Don Wilson
79. Jean Bourret
80. Rich King
81. Paul Iwanaga
82. Robert Sweeten
83. Mike Reid
84. Chance Darling
85. Troy Norris
86. Michael Gresham
87. Ian Segedy
88. Robert Lewis
89. Thomas Troudt
90. Les Washbon

91. Andy Tresser
92. Rodney Farris
93. Robert Buffington
94. Stephen Champine
95. Scott Pearson
96. Gary Davis
97. Ronald Yamamoto
98. Brian Atherton
99. Duane Veeder
- *600 only

1991 AMA Superbike Road Race

1. Doug Chandler
2. Jamie James
5. Randy Renfrow
11. Thomas Stevens
12. Robert Sandy
14. Otis Lance
16. Tom Kipp
19. Freddie Spencer
21. Keith Pinkstaff
22. Scott Russell
24. Rueben McMurter
25. David Sadowski
26. James Adamo
27. Barry Burke
32. Dale Quarterley
33. Michael Barnes
34. Pascal Picotte
35. Chris Gardner
36. Paul Bray
37. John Ashmead
39. Jacques Guennette, Jr.
42. Linnley Clarke
43. Kevin Rentzell
44. Jay Springsteen
45. Scott Gray
46. David Deveau
48. Jeff Rheume
51. John Jacob
54. Joe Williams
57. Eric Moe
59. Donald Jacks
64. Larry Schwarzbach
72. Tatsuro Arata
73. Steve Crevier
77. Mark Chin
82. Bill Loomis
88. Mike Harth
89. Richard Kirk
96. Craig Gleason
97. Miguel Duhamel
98. John Hopperstad
99. David Smith

1991 250cc Road Race

1. Doug Brauneck
3. Don Greene
7. Daniel Coe
9. Rick Tripodi
11. Chris D'Aluisio
13. Dale Franklin
16. Robbie Petersen
18. Tom Paris
20. Chuck Graves
21. Pat O'Leary
22. Al Salaverria
24. Nick Ienatsch
26. Greg Esser
27. James Bonner
28. Benjamin Williams
31. Andrew Trevitt
32. Vance Specht
34. Steven Lombardo
39. Richard Kirk
42. Scott Conaway
43. Brad Sawyer
47. Donn Lewis
49. Jon Cornwell
50. Mark Schubert
52. Mark Drucker
56. Tim O'Connor
59. Mark Long
60. Doug Renfrow
64. Larry Schwarzbach

70. Darrell Cooney
72. Nathan Donohew
74. Mike Sullivan
75. Joe Cole
79. Michel Lavallee
83. Steve Littlejohn
85. Lee Shierts
86. Jeff Farmer
88. James Ronan
92. Brad Lowe
94. Wm. Himmelsbach
96. Clifton Bigoney
97. Richard Oliver
98. Martin Miller

1991 AMA Pro-Twins Road Race

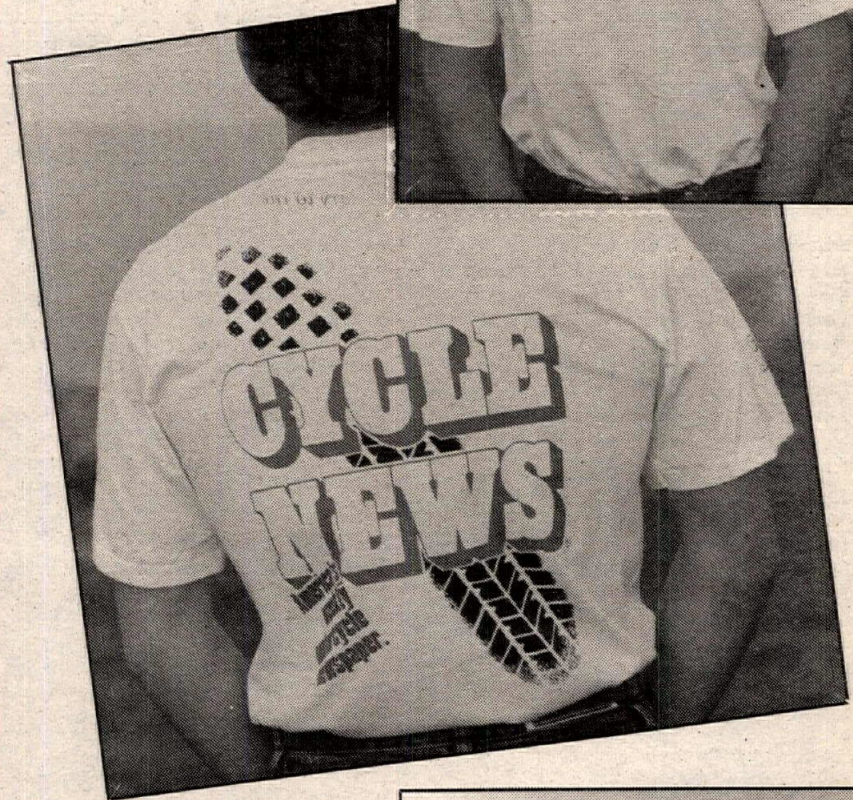
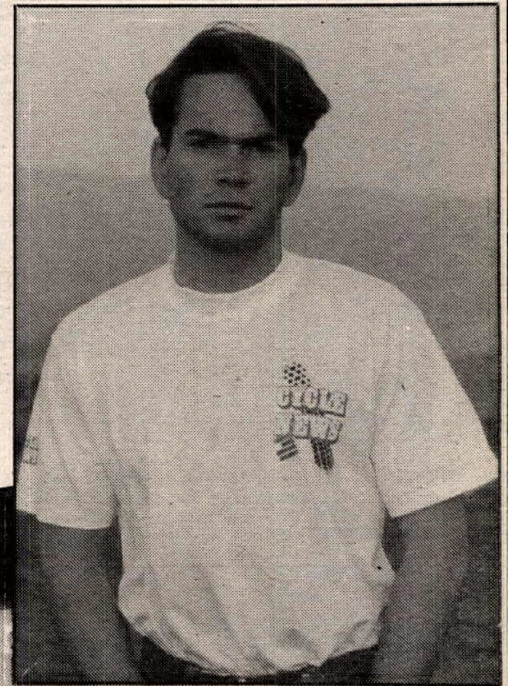
1. Jamie James (GP-1)
1. Fabian Cortez (GP-2)
3. John Long
4. Blaine Paulus, Jr.
5. Frank Shockley
6. Kurt Liebmann
7. Craig Shambaugh
8. Alan Hippensteal
9. Roger Reiman
10. Mike Tiberio
11. Bruce Nield
12. Richard Paxson
13. Mick O'Field
14. Pete Johnson
15. Kiyoshige Watanabe
16. Chris Helland
17. Warren Elliott
18. Chris Thomas
19. Eric Phillippe
20. Walter Sakowski
21. Gary Mansfield
22. David Karten
23. Tim Seebold
24. Curt Kimble
25. Edward Abdo
26. James Adamo
27. Lance Baker
28. Eron Flory
29. Pablo Real
30. Randy Kirnec
31. Eric Ianson
32. Dale Quarterley
33. Kevin Mahanna
34. Ronald Sarvis
35. Paul Orlandi
36. Michael Reilly
37. Robert Petersen
38. Kevin Stasny
39. Rob Tuluie
40. Steve Sottile
41. Tom Hines
44. Bill Fennessy
46. Doug Brauneck
48. Brian French
50. Ely Schless
52. Randy Shemwell
53. Marcus Day
54. James McNulty
56. David Hand
58. Russ Mattson
59. Jussi Hautaniemi
63. James Whitaker
65. Jason Pereira
66. Kenneth Paulson
68. Mark Reynolds
70. John Virgadamo
71. Kevin Erion
72. Scott Williams
73. Jamie James (1 GP-1)
74. Sheridan Dowling
76. Randy Renfrow
80. Paul Kelly
82. Stephen Poneleit
83. Joseph Santoro, Jr.
89. Doug Gross
91. David Kieffer
92. Charles Burnett
93. Nigel Gale
94. Fabian Cortez (1 GP-2)
95. Malcolm Tunstall
99. Robert Griffiths

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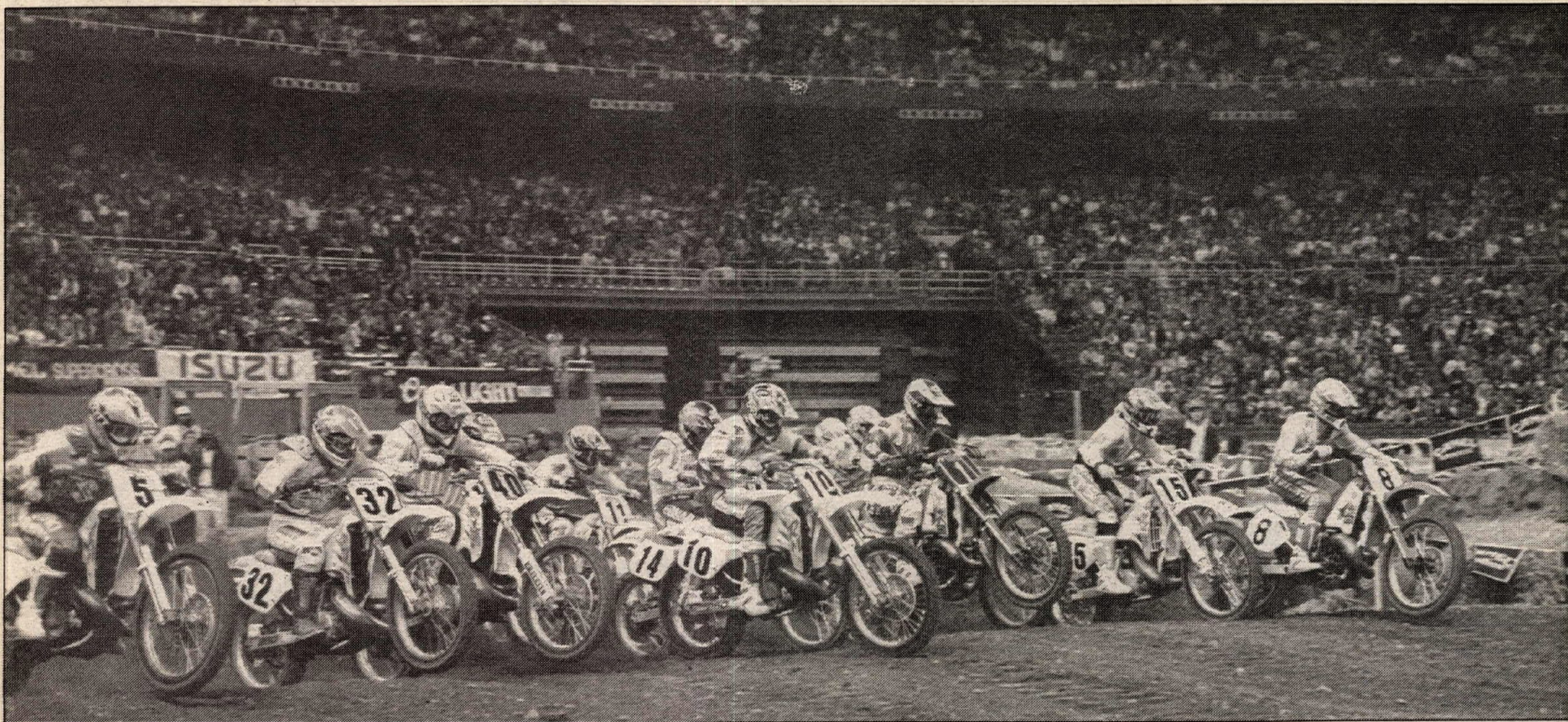
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Washington's Larry Ward (10) grabbed the holeshot in the main event ahead of Guy Cooper (5) and Jean-Michel Bayle (8). Bayle passed both riders and scored the win.

Moments after this photo was taken, Jeremy McGrath (125) passed leader Jeff Emig (18) to win the 125cc main event.



Bayle rains on Larry Ward's Seattle parade

By Kit Palmer
Photos by Brian Barnes

SEATTLE, WA, FEB. 2

The spotlight shone brightly on local hero Larry Ward before the starting gate dropped for the 20-lap Coors Light Challenge feature race

at the Seattle Kingdome. Ward, as you may recall, won his first (and only) supercross in front of his hometown crowd at the Kingdome one year ago,

clinching the victory after a spectacular late race pass on leader Jeff Matiasovich. This year, Ward was out for a repeat performance.

And it looked very likely when the factory Suzuki pilot had the 40,231 spectators on their feet as he blasted into the lead at the start of the main event. Ward soon engaged in a dog-fight for the lead with teammate Guy Cooper, but when the dust had settled it was neither Ward nor Cooper perched on top of the rostrum. Instead, it was the wily Frenchman Jean-Michel Bayle, who prevailed after stalking the two Suzuki riders for the first half of the race before blasting into the lead for good, collecting his second win of the four-race-old series.

Filling the other two spots on the rostrum were Yamaha's Damon Bradshaw and defending Supercross Champion Jeff Stanton. Ward, who was

passed by Stanton in the very last turn of the race, finished fourth.

Bayle's win also moved him back into the series' points lead by four points over the previous leader, Stanton, 88-84. Stanton went into the Seattle round savoring a one-point advantage over his factory Honda teammate Bayle. For his efforts, Bayle walked away with \$10,000 of the \$60,000 purse, though he failed to collect the Coors Silver Bullet Showdown \$1000 check for the rider who wins his heat with the fastest time and also wins the main event. Bayle finished fifth in his heat race, forcing him to qualify for the main event through a semi.

One of the highlights at this year's Seattle Supercross was the large spectator turnout, up nearly 3000 from last year's event. Seattle became the first supercross of the year to show an increase in spectator turnout, and race publicist Dan McConnell said the large turnout could be attributed in part to last year's win by Ward, a resident of Snohomish, Washington.

"Last year (here) was the highlight of my career and I hope to pull off another highlight tonight, especially for the fans," said Ward before the night's activities.

The crowd got exactly what it wanted when Ward powered his Suzuki into the lead at the start of the main event with Cooper and Bayle in close formation, setting the stage for a dramatic first-half, three-way dice for the lead. Cooper challenged Ward hard for the first five laps and finally pushed the crowd favorite out of his way to steal the lead.

"I didn't mind that it was Cooper behind me," Ward said. "I didn't know who it was at first, because I don't like to look back — because if it's someone like Bayle I get even more nervous. I read on my pit board that it was Cooper, so I started riding good, but he was riding real fast. I knew, though, that he wasn't in very good shape so I let him by and followed him."

As the halfway point approached, Bayle decided he'd had enough of third place and he passed both the Suzuki pilots within two laps. Once in front, it was smooth sailing for Bayle as he stretched out a 15-second lead and took

it to the flag. It was the Frenchman's first supercross win at Seattle, his second of the year and the seventh of his career.

"I didn't want to use up all my energy at first and I didn't want to try and take risks and crash," Bayle said. "I also checked to see who was behind me, and I didn't see Jeff Stanton or Jeff Matiasovich, so I let Ward and Cooper go at it. Then I decided to work on the leaders and I started to go fast. Once I was in the lead I had a lot of energy and I could ride fast. My goal is to make it to the podium every time."

While Bayle cruised unchallenged up front, a spectacular race-long battle broke out for second place between Larry Ward, Cooper, Bradshaw, KTM's Mike Fisher, Stanton and Kawasaki's Mike Kiedrowski. The hardest chargers of the six turned out to be Bradshaw and Stanton, who fought their way into second and third positions, respectively, by the end of the race after midpack starts.

"I got off to a bad start and I tried real hard at first and made some good passes," said Bradshaw, who had earlier won the first 250cc heat race over Yamaha's Doug Dubach, Larry Ward and Ronnie Tichenor. "It was a real intense race — there was a lot of passing going on. But I'm not satisfied with second. I rode hard and strong tonight and that's what really counts; I rode better tonight than in the last three races. I hadn't been home in five weeks, but last week (after the Anaheim Supercross) I finally got to go home and do my own thing instead of what everybody else wanted me to do — that was the difference tonight."

Stanton took over third after making a dramatic, crowd-silencing, last-turn pass on Larry Ward.

"I just took the outside line faster than he (Ward) took the inside line — it was as simple as that," said Stanton.

"I bumped into Bradshaw's rear tire going over the tabletop jump just before the turn," said Ward. "It stalled me and Stanton went around me. I could've rammed him, but I didn't want to do that."

Stanton, who was seeking his first win at the Kingdome, seemed content with his third-place finish. "I just never quit," Stanton said. "You can't get points by quitting, third is better than fourth as far as points go, so I just kept that in my head."

Despite getting aced off the rostrum by Stanton, Larry Ward was pleased with his fourth place performance. "I got a great start and I felt pretty comfortable," Ward said. "I got a little nervous being out in front and I slowed a little bit, but I started riding better at the end."

"It (getting passed by Stanton) was a little bit of a letdown but, shoot, it's better than I did last weekend, and as long as I keep improving I'll be up there for the championship," Ward said while signing autographs from his box van in the pits. "I can't complain, though. Look at this (gesturing out to the crowd). Even though I didn't win, I still feel the best I can feel anytime I come here."

Rounding out the top five after completing what he said was the best ride of his life was factory KTM rider Fisher, who qualified for the main event by finishing runner-up to Bayle in a semi.

"I'm so stoked," said Fisher. "It was a great race. We were all going for it and I was up there with those guys — it was great. I'm not really accustomed to going that fast, but I'm getting better. This is my best ever finish in supercross."

After leading for a number of laps an exhausted Cooper ended up sixth.



Defending champ Jeff Stanton (1) squeaked by Larry Ward (10) in the very last turn of the 250cc main to take third place.

For the second week in a row, Team Peak's Jeremy McGrath won the 125cc Western Regional Supercross main event.



"This was only my third race back since I broke my hand," said Cooper. "I feel like I have the speed to run with them (leaders) but I don't have the conditioning. I couldn't train and it shows. I favor my right hand, the one I broke, and that just ends up wearing out my legs and upper body — overall I get fatigued."

After having to ride the Last Chance Qualifier, which he won, and dealing with a bad start in the feature, Kawasaki's Mike Kiedrowski finished seventh.

"I got my usual bad start and tried to work my way up," said Kiedrowski. "I caught up to Cooper, but I couldn't get by him."

Finishing a few seconds behind Kiedrowski was Yamaha rider Doug Dubach, who successfully managed to keep Kawasaki's Jeff Ward at bay. Dubach also rode well in his heat, finishing second to Bradshaw, but his claim to fame was beating Larry Ward, Tichenor, Bayle and Fisher in the process.

Jeff Ward wasn't pleased with his performance in the feature. "I got a lousy start and I just didn't move, man!" Ward said. "The track was so hard to pass on. I just got stuck in a groove and I wasn't going anywhere."

Rounding out the top 10 was two-time Supercross Champion Rick Johnson. "I jumped the gate and got stuck in it and was dead last going into the first turn. I worked up from last to 10th — tying my best finish this season — which is better than going from third to last. I'm not happy, but at least I put in a good ride."

Tuf Racing's Ronnie Tichenor, who finished ninth last week at Anaheim, ended up 11th, just ahead of Kawasaki's Jeff Matiasovich.

"My (starting) gate fell slow," said Matiasovich, who was the fastest qualifier of the two heat races. "The other ones dropped, but mine messed up. I went, stopped and went again but I still hit it. The first couple of laps was chaos, then I crashed in the

whoops on the third lap. From there I was just having a lot of problems."

Suzuki rider Mike Jones finished 13th ahead of 1990 Eastern Regional 125cc Supercross Champion Denny Stephenson and KTM's Keith Johnson, who won his semi after an intense dogfight with Rick Johnson. Suzuki-mounted Rick Ryan, who made the main in the last qualifying position in the LCQ, finished 16th. Canadian Allan Dyck, Tuf Racing's Keith Bowen, Todd DeHoop and Ty Davis rounded out the finishers.

125 Main

For the second week in a row, Team Peak/Splitfire/Pro-Circuit-backed riders Jeremy McGrath and Steve Lamson finished first and second in the Western Regional 125cc Supercross main event, but unlike last week's 1-2 finish at Anaheim, both McGrath and Lamson had to work their way up through the field after mediocre starts.

Yamaha's Jeff Emig, winner of the



Bayle (8) leads Ward (10), Mike Fisher (14), Damon Bradshaw (11) and Stanton (1) just after the halfway point in the main.

Two-time Supercross Champion Rick Johnson's struggles continue; he got stuck in the gate at the start of the feature and moved up from last to finish 10th.



second 125cc heat race, jumped out to the early lead. He soon opened up a somewhat comfortable advantage over Mike Craig, who later crashed and finished fourth, but all eyes were focused on the blue, black and white

Hondas of Lamson and first heat race winner McGrath. The two slow-starting riders were quickly picking off riders.

McGrath soon caught up to his teammate Lamson, who was running

third. The two dived briefly, before McGrath got by. A few turns later, McGrath blew by Yamaha rider Phil Lawrence and began slowly reeling in Emig.

A few laps from the finish, McGrath made his move on Emig in a tight left-

hand turn. The Honda rider dove to the inside of Emig's Yamaha and the two collided on the exit. Remarkably, neither crashed.

"I came around the corner on the inside and I hit a hay bale with my fork," McGrath said. "We both got a little squirrely and we bumped into each other."

It was then a drag race to the next turn with McGrath getting a wheel on Emig. McGrath took over the lead position and motored away for his second win of the year.

Emig's problems continued when Lamson, who had also passed Lawrence, closed in and began challenging the Yamaha rider late in the race. Lamson saw an opening and forced his way by Emig for second place at the checkered flag. Third went to Emig, while Craig finished a few seconds behind in fourth. Rounding out the top five was Yamaha rider Kyle Lewis. Lawrence dropped back to finish sixth.

For winning the 125cc main event, McGrath earned \$2000 in prize money in addition to \$5000 from Honda's contingency program. **CN**

Results

250 HEAT 1: 1. Damon Bradshaw (Kaw); 2. Doug Dubach (Yam); 3. Larry Ward (Suz); 4. Ronnie Tichenor (Suz); 5. Jean-Michel Bayle (Hon); 6. Mike Fisher (KTM); 7. Todd DeHoop (Suz); 8. Keith Bowen (Suz); 9. Kerry Mulligan (Suz); 10. Rick Ryan (Suz); 11. Lance Norick (Kaw); 12. Ray Sommo (Suz); 13. Andy Grider (Kaw); 14. Terry Hamness (Kaw); 15. Jason Upshaw (Suz); 16. Don Bisceglia (Suz); 17. Rich Schwehn (Kaw); 18. Chris Young (Suz); 19. Ty Davis (Hon).
TIME: 6 minutes, 50.19 seconds.

250 HEAT 2: 1. Jeff Matiasovich (Kaw); 2. Jeff Stanton (Hon); 3. Jeff Ward (Kaw); 4. Guy Cooper (Suz); 5. Mike Kiedrowski (Kaw); 6. Jeremy Buehl (Hon); 7. Mike Jones (Suz); 8. Denny Stephenson

Johnson's blues continue in Seattle

What's wrong with Rick Johnson? It's been almost two years since the winningest rider in supercross history suffered a broken right wrist during a practice session at the Gainesville 250cc National MX in Florida. Johnson's injury occurred when Danny Storbeck landed on top of him, and it came at a time when he had won the first five Camel Supercross races of the year.

Johnson's wrist injury looked to be a thing of the past, however, when he won the last race of the Masters of Motocross Series Supercross in Maastricht, Holland, in November of 1990, beating Jeff Stanton and Jean-Michel Bayle. It was an encouraging moment for the Californian, knowing that the 1991 Camel Supercross Series was rapidly approaching and that it would be his last. Johnson plans to retire after the 1991 season.

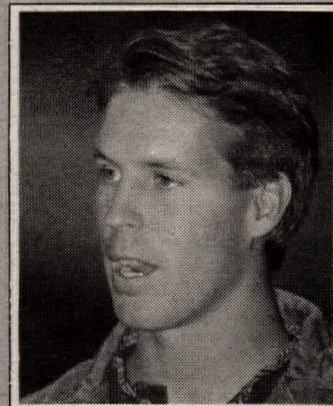
But four rounds into the Camel Supercross Series, Johnson has yet to break into the top nine. Why? Is the wrist injury still a factor, or has he simply lost the speed that earned him two Supercross Championships and five outdoor National Championship titles?

"It's (the problem) a little bit of both, mental and physical," said Johnson immediately following his 10th place finish in the main event in the Kingdome. "I thought I rode fairly decent tonight, but I overjumped the gate and I got stuck in it. I think when you're physically down, it works really hard on you mentally. Starting over isn't like starting from the beginning when you're first starting out. You don't have any pressure on you to do good. If you've been on top at one time, then the pressure is there for you to come back and perform. So it's a little hard and real frustrating mentally."

"Physically, it (the wrist) has some pain but it mainly lacks range of motion. I can't jump into things as fast as I used to. I think if I can work on blocking it out mentally, I can do it (win). But right now I'm having troubles; although the bike is working great."

Between races Johnson continues to train hard and keeps a positive attitude. "I'm working a lot with my trainer Jeff Spencer. He's a real positive figure for me and he's been a lot of help. I've been riding a lot with Broc Glover. He's been doing a lot of biathalons in the off-season, so he beats me to death running and bicycling. And my mechanic Ron Heben is helping me, too. He doesn't pick at the negative side of things, instead he always plugs what I did right, even though I've only done one or two things right this season."

As far as Johnson's outlook on the rest of the season, he remains optimistic. "If my performance comes up, and since I know what it takes to be out in front and win, I think I can win at least one more race. I'm glad it's a long season, because it will give me more and more of a chance to improve. My chances of winning the championship are slim to none, but I'm not giving up. I'm just going to keep riding my heart out."



(Suz); 9. Keith Johnson (KTM); 10. Fred Andrews (Suz); 11. Rick Johnson (Suz); 12. Mike Pascarella (Suz); 13. Scott Steffy (Suz); 14. Travis Hodges (Hon); 15. Grayson Goodman (Suz); 16. Darrel Martens (Kaw); 17. Dave Hellam (Hon); 18. Allan Dyck (Yam); 19. Steven Friesen (Suz); 20. Chaun McAlister (Suz).

TIME: 06:48.00
250 SEMI 1: 1. Jean-Michel Bayle; 2. Mike Fisher; 3. Ty Davis; 4. Todd DeHoop; 5. Keith Bowen; 6. Kerry Mulligan; 7. Rick Ryan; 8. Chris Young; 9. Jason Upshaw; 10. Lance Norick; 11. Andy Grider; 12. Terry Hamness; 13. Don Bisceglin; 14. Ray Sommo; 15. Rich Schehn.

TIME: 05:02.93
250 SEMI 2: 1. Keith Johnson; 2. Rick Johnson; 3. Mike Jones; 4. Denny Stephenson; 5. Allan Dyck; 6. Grayson Goodman; 7. Steven Friesen; 8. Mike Kiedrowski; 9. Mike Pascarella; 10. Darrel Martens; 11. Scott Steffy; 12. Chaun McAlister; 13. Dave Hellam; 14. Travis Hodges; 15. Fred Andrews; 16. Jeremy Buehl.

TIME: 05:13.46
250 LCQ: 1. Mike Kiedrowski; 2. Rick Ryan; 3. Fred Andrews; 4. Ray Sommo; 5. Kerry Mulligan; 6. Jason Upshaw; 7. Mike Pascarella; 8. Chris Young; 9. Grayson Goodman; 10. Andy Grider; 11. Darrel Martens; 12. Steven Friesen; 13. Scott Steffy; 14. Chaun McAlister; 15. Terry Hamness; 16. Don Bisceglin; 17. Travis Hodges; 19. Rich Schwehn; 20. Jeremy Buehl; 21. Lance Norick.

TIME: 05:09.74
250 MAIN: 1. Jean-Michel Bayle (Hon); 2. Damon Bradshaw (Yam); 3. Jeff Stanton (Hon); 4. Larry Ward (Suz); 5. Mike Fisher (KTM); 6. Guy Cooper (Suz); 7. Mike Kiedrowski (Kaw); 8. Doug Dubach (Yam); 9. Jeff Ward (Kaw); 10. Rick Johnson (Hon); 11. Ron Tichenor (Suz); 12. Jeff Matiasovich (Kaw); 13. Mike Jones (Suz); 14. Denny Stephenson (Suz); 15. Keith Johnson (KTM); 16. Rick Ryan (Suz); 17. Allan Dyck (Yam); 18. Keith Bowen (Suz); 19. Todd DeHoop (Suz); 20. Ty Davis (Hon).

TIME: 17:30.50
250 CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jean-Michel Bayle (88); 2. Jeff Stanton (84); 3. Damon Bradshaw (77); 4. Jeff Matiasovich (64); 5. Mike Kiedrowski (63); 6. Larry Ward (58); 7. Doug Dubach (51); 8. Jeff Ward (46); 9. Ron Tichenor (40); 10. Mike Fisher (39); 11. Guy Cooper (36); 12. Rick Johnson (34); 13. Mike LaRocco (33); 14. Denny Stephenson (24); 15. Mike Jones (23); 16. Keith Bowen (21); 17. Ray Sommo (20); 18. Keith Johnson (14); 19. (TIE) Gene Naumec/Erik Kehoe (9).

125 HEAT 1: 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Michael Craig (Kaw); 4. Chad Pederson (Yam); 5. Kyle Lewis (Yam); 6. Lance Smail (Suz); 7. Chris Young (Suz); 8. Darin Hoeft (Suz); 9. David Castillo (Suz); 10. Craig Canoy (Suz); 11. Mike Larson (Hon); 12. Alan Dyck (Yam); 13. Mike Bell (Suz); 14. Jason Krempin (Hon); 15. Don Bisceglin (Suz); 16. Grayson Hart (Hon); 17. Danny Paladino (Yam); 18. J. Sowards (Suz); 19. D. Voldery (Yam); 20. Anthony Amaradio (Yam).

TIME: 05:02.39
125 HEAT 2: 1. Jeff Emig (Yam); 2. Tyson Vohland (Kaw); 3. Jimmy Gaddis (Suz); 4. Phil Lawrence (Kaw); 5. Ray Crumb (Kaw); 6. Brett DeVries (Suz); 7. Chaun McAlister (Suz); 8. Travis Hodges (Hon); 9. Trevor Meahger (Yam); 10. D. Parker (Suz); 11. J. Howard (Kaw); 12. Jeff Daily (Hon); 13. T. Sandstrom (Kaw); 14. Tony McGrath (Hon); 15. B. Woodring (Suz); 16. Greg Tierheimer (Hon); 17. Shane Trittler (Suz); 18. Jay Chenier (Suz); 19. A. Whipple (Hon); 20. Darrel Martens (Kaw).

TIME: 05:10.07
125 LCQ: 1. Craig Canoy (Suz); 2. Mike Larson; 3. Grayson Hart; 4. Jeff Daily; 5. Shane Trittler; 6. Mike Bell; 7. Danny Paladino; 8. D. Parker; 9. J. Howard; 10. T. Sandstrom; 11. Darrel Martens; 12. Don Bisceglin; 13. D. Voldery; 14. B. Woodring; 15. Anthony Amaradio; 16. Greg Tierheimer; 17. Tony McGrath; 18. J. Sowards; 19. Jason Krempin; 20. Alan Dyck; 21. Jay Chenier; 22. Alan Whipple.

TIME: 03:29.41
125 MAIN: 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Jeff Emig (Yam); 4. Michael Craig (Kaw); 5. Kyle Lewis (Yam); 6. Phil Lawrence (Kaw); 7. Tyson Vohland (Kaw); 8. Chad Pederson (Yam); 9. Darrin Hoeft (Suz); 10. Jimmy Gaddis (Suz); 11. Ray Crumb (Kaw); 12. Craig Canoy (Suz); 13. Brett DeVries (Suz); 14. Chris Young (Suz); 15. Mike Larson (Hon); 16. Trevor Meahger (Yam); 17. Grayson Hart (Hon); 18. Jeff Daily (Hon); 19. Chaun McAlister (Suz); 20. Lance Smail (Suz); 21. Davis Castillo (Suz); 22. Travis Hodges (Hon).

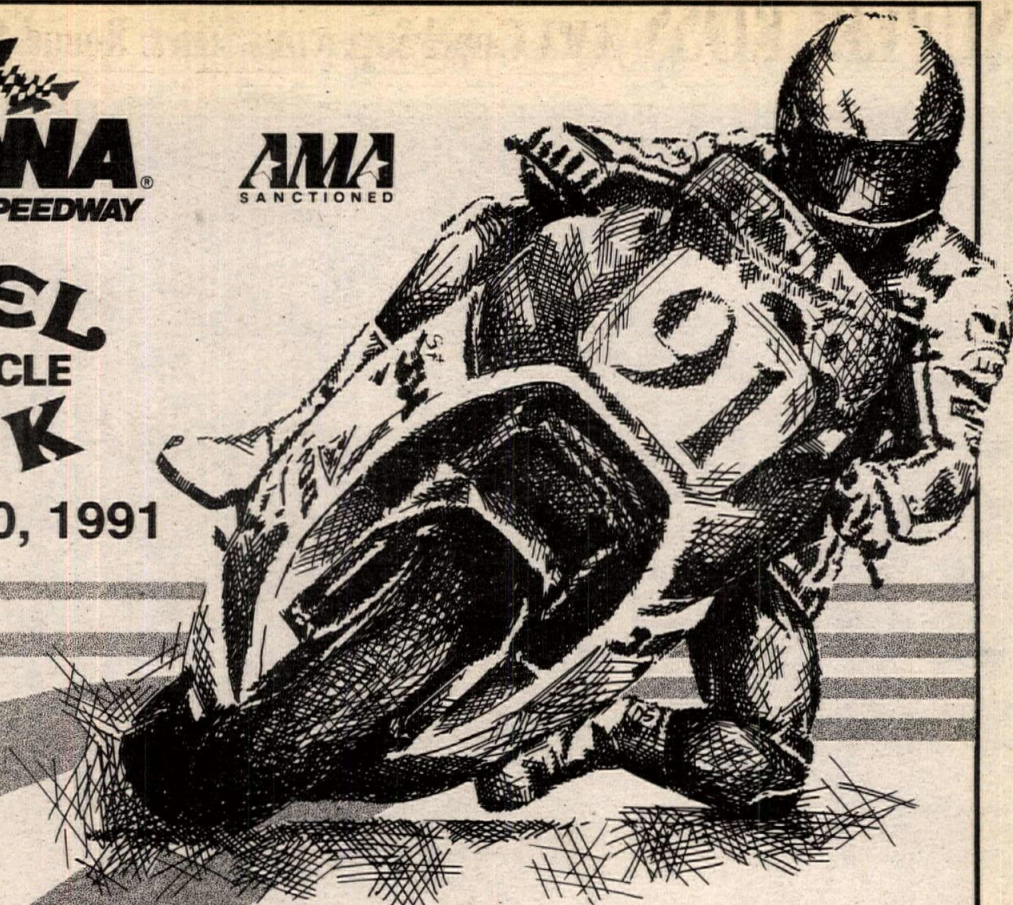
TIME: 13:30.84
125 WESTERN REGIONAL SUPERCROSS SERIES POINTS STANDINGS: 1. Jeremy McGrath (72); 2. Steve Lamson (58); 3. Tyson Vohland (52); 4. (TIE) Jimmy Gaddis/Mike Craig (38); 6. (TIE) Phil Lawrence/Kyle Lewis (31); 8. Ray Crumb (29); 9. Jeff Emig (21); 10. Lance Smail (18); 11. Craig Canoy (17); 12. (TIE) Brett DeVries/Chad Pederson (13); 14. (TIE) Dana Wiggins/Darrin Hoeft (12); 16. Tommy Clowers (10); 17. (TIE) Buddy Antunez/Mike Young/Chris Young (9); 20. Shane Trittler (7).

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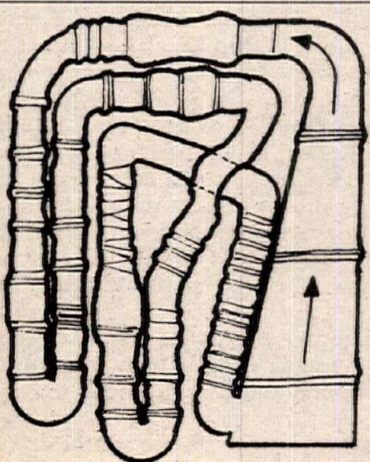


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OFF-ROAD SCORE International Parker 400

Larry Roeseler, who teamed with Ted Hunnicutt, makes a pit stop en route to the overall win.

Garth Sweetland and Paul Krause chased the Roeseler/Hunnicutt duo the entire race, coming up one minute and 17 seconds short in finishing second.



Roeseler/Hunnicutt sneak out Parker victory

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

PARKER, AZ, JAN. 26

Kawasaki teammates Larry Roeseler and Ted Hunnicutt survived 244 miles of neck-and-neck racing to take the overall win at the SCORE International Parker 400.

The KX500 duo was hard on the gas for almost four hours, fighting off a strong challenge from Kawasaki teammates Garth Sweetland and Paul Krause. Speeds averaged almost 60

mph as the Team Green entries battled for the lead, and when the checkered flag finally fell, Roeseler and Hunnicutt grabbed the prestigious victory by a margin of only one minute and 17 seconds.

"It was tough and go all the way," said Hunnicutt. "We knew they (Sweetland and Krause) were the competition right from the start and we were within five seconds of each other for most of the race."

"It's great racing when things are that close. You can't let up for a minute and it feels really good when you get the win."

The 18th Annual Parker 400 drew 27 motorcycle teams to the starting line at Parker's Blue Water Marina.

Desert tortoise concerns prevented racing on the California loop for the second year in a row and 1991's racers faced two loops of the 115-mile Arizona loop run in a clockwise direction for the first time. The reverse loop was made even more challenging by a ban on high-speed prerunning, which was designed to minimize impact on the environment. Prerunning was restricted to street-legal vehicles only and speeds were limited to 35 mph.

"Running the course backwards made it a little more interesting but the slow prerunning was a mistake," said Kenny Parry, who was defending his 1990 victory in Class 30. "Slow prerunning almost made it more dangerous than no prerunning at all because you knew where to go and what line to take, but you didn't know how to handle the speed. They should've just eliminated it altogether."

The motorcycle teams took their place on the starting line just before dawn and every racer in the field had a yellow ribbon taped to the back of their helmet in honor of U.S. fighting forces in the Persian Gulf.

The flag dropped for the lead-off bike just after 6:30 a.m. and Paul Ostbo led the charge down the pavement from the marina and east towards the start of the main loop at Shea Road. The rest of the field followed one bike at a time every 30 seconds.

The early morning cold played havoc with some of the entries and cost Roeseler precious seconds when he cold-seized his KX500 two miles off the start.

Colds of a different sort plagued some of the top contenders throughout the race.

"A lot of us had nasty colds and were feeling pretty tight and achy when the race started," said Ostbo, who was sharing a KX500 with SCORE rookie Dan Richardson.

"I was all clogged up and finding it hard to breathe and when we got into the dust it got even worse. I kept looking over my shoulder because I didn't think I'd be able to ride fast enough to stay in front of everybody."

Derrick Paient had some early excitement when he overshot the end of the pavement and ended up in the trees but the early running was uneventful for most of the racers, who opted for caution as they battled thick dust and blinding early morning sun.

"The start is always the worst part because the sun's just coming up," said Paient, a five-time Parker competitor. "You've got thick dust and the sun's right in your eyes. You can't see a thing. You're hitting all sorts of stuff, overshooting corners and just trying to survive through the rocks. If you can make it through that first part, the rest of the race is easy."

The first section of the course headed north to the Mineral Wash pit area, turned east to Swansea and then headed south to the pit at Midway. An all-out charge in the dust-free number one spot put Ostbo one and a half minutes ahead on adjusted time when he handed over to Richardson for the 40-mile southerly loop from Midway back to Midway, but the lead-off bike's charge came to an end just 10 miles past the Midway pit.

"I overshot a turn," said Richardson. "I was drifting up the berm and just as I went over the top, I hit a clump of sagebrush. I flew a long way and I landed pretty hard. That finished the race for us."

Krause, number two in the starting lineup with KX500 partner Sweetland, and Hunnicutt, paired with Roeseler in the number three spot, stopped to check on Richardson, but the racing was on with a vengeance soon after.

"Roeseler stuck the bike a couple of times in the morning because of the cold but once it broke in and the day started to heat up a bit, it worked flawlessly," said Hunnicutt. "The only problem after that was the dust. The course was so fast and I just wasn't willing to hang it out on the roads and make a dumb pass. You just had to hang back on the edge of the dust and wait for the right time."

Further back in the pack, solo rider Mike Baker was moving up fast from the back of the 250cc (Class 21) starting order and claimed the time-adjusted class lead early in the first loop.

"The start was fast and really dusty so my main thing was just to get through that part," said Baker. "I knew the rocks would be taking some people out so I just concentrated on riding safely and started to move up once I could see where I was going."

The South Africa/southern California duo of Alfie Cox and Tim Clark was also pouring on the pace in Class 21, but Cox, who led a South African team to the 250cc win at the Baja 1000, was not happy with their performance.

"We didn't have a street legal bike so we didn't prerun the course at all and that slowed us down a lot," said Cox. "If you don't know where you're going it's just throwing minutes away."

The race was going nowhere fast for the Honda CR250 team of Johnny Campbell and Craig Adams, who had one flat tire going to Midway and another flat tire on the southern loop back to Midway, and the Kenny Parry/

Scott Forward Kawasaki KX250 was having similar problems.

"We got a rear flat on the first loop and that cost us a lot of time," said Parry. "Scott had the flat the whole 40 mile (southern) loop and then we had to take time out to change it. It's hard to make that up again when the speeds are that fast and the competition's that good."

The Class 30 team of David Callaway and Charlie Barney dropped out before the end of the first loop and things were looking grim for Honda hopefuls Chris Eberz and Steve Erickson, who lost more than half an hour in their first turn around the southerly loop. Class 40 saw a fierce battle between the XR600 piloted by Richard Jackson and John Etchart and the Mike Harper/Ron Gray KX500, and solo rider Al Guzman was building up a lead in Class 50 after the only other bike in the class — a KX250 piloted by Skip Kawell and Jerry Valdez, lost half an hour in a crash near Midway.

Out in front of the pack, the leaders set a blistering pace all the way to the end of the first loop. Sweetland and Krause completed the first 115-mile lap in two hours flat and charged into the Shea Road pit with a physical lead of just over a minute, almost 45 seconds ahead of Roeseler and Hunnicutt on adjusted time.

The Paiement/Silva Kawasaki KX500 raced into the Shea Road pit in third, five minutes behind the leaders on adjusted time, and Baker's Yamaha YZ250 cleared the pit in fourth, six minutes ahead of the nearest Class 21 competition.

Fifth overall was in the hands of Cox and Clark, with the 250cc teams of Campbell and Adams, Max Harris and son Michael Harris, and Troy Pearce and Greg Fenton racing through in quick succession. The next 250cc bike through was a Kawasaki piloted by Anna Merritt and Lillie Sweetland, the only female competitors in the motorcycle division.

"I've never ridden a 250 before. I was like a little noodle hanging on behind that thing, but I had a great time," said Sweetland. "I have no idea why, but it was my life's dream to race Parker. It's going to be hard to top this one."

Roger Hurd and John Braasch enjoyed a trouble-free first loop and had a four and a half minute lead in the 125cc division, the Jackson/Etchart Honda had a three minute lead in Class 40, and Guzman was way out in front of Class 50.

The competition got even more fierce as the second loop began and Roeseler and Hunnicutt tried to close the gap on Sweetland and Krause.

"It's every man for himself out there. Riding for the same team makes no difference in a race like this," said Krause. "We're all going for it and we all want to win. We're a little more careful when we pass each other but that's it."

While the dusty battle for Class 22 honors waged at the head of the pack, Baker was enjoying a comfortable margin in Class 21. "Baker was way out ahead. Everybody else was just fighting it out for second," said Scott Morris, who was moving up fast on the Kawasaki KX250 he shared with Joey Lane.

The Hurd/Braasch Kawasaki continued to dominate Class 20 throughout the second loop but its impressive lead was cut by a rear flat in the early stages of the lap. "I got a flat up by Mineral Springs and I had to ride all the way to Midway," Braasch explained. "When I got to the pit we had the wrong sprocket on our spare wheel so we had to fix the chain. We



Roger Hurd and partner John Braasch crossed the finish line 12th overall but scored the 125cc class win.

lost four or five minutes there but we still had a four minute lead."

The chase continued around the southern loop, past the Midway pit for the last time and then headed for the finish line at Shea Road. The two top Kawasaki teams were neck-in-neck all the way.

"We had a good battle going," said Hunnicutt. "I was right behind Krause just playing the dust game. I'd gain, I'd fall back, I'd gain again."

Hunnicutt's aim was to keep Krause in sight all the way. "We started 30 seconds behind them so all we had to do was be closer than that at the finish," said Hunnicutt. "I was prepared to just follow him in because of the dust but I got a safe pass and got the physical lead about 15 miles out."

Hunnicutt reeled in Krause on a road, pulled off into a wash to make the pass, and then sprinted all-out towards the checkered flag.

Hunnicutt crossed the finish line 47 seconds ahead of the rival KX500 and, after three hours and 48 minutes of racing at speeds averaging 59.20 mph, the Roeseler/Hunnicutt team grabbed the overall win by one minute and 17 seconds on adjusted time.

"Everything went smoothly. We didn't have any problems at all once we got going," said Roeseler. "We had a hard time passing them because of the high speeds and the dust, but overall we had a great day."

"I thought it was much faster than it's been before," said Krause. "Going backwards took the lips out of all the jumps. You could really rail on it."

Third overall was claimed by the Paiement/Silva KX500 13 minutes behind the lead bike and Baker completed his solo ride just 19 seconds later to claim fourth overall and victory in Class 21.

Cox and Clark brought their KX500 home fifth overall in four hours and 11 minutes and Morris and Lane beat Jeff Martinez and Robert Nolin out of sixth overall and second in Class 21

Mike Baker opted to tackle the Parker 400 alone and was rewarded with the 250cc class win and fourth overall. The runner-up was the Joey Lane/Scott Morris duo.



by just 17 seconds. South Africa's Jeremy Davis finished a solo KTM ride less than a minute behind Martinez and Nolin to claim fourth in Class 21.

David Rees and Jeff Kaplan reported a trouble-free ride on their way to the Class 30 win in eighth overall. Second in Class 30 went to the Parry/Forward team two and a half minutes behind the class leaders, and ATK pilots Dennis Nuckles and Mark Licker finished almost an hour later to take third.

Hurd and Braasch continued their race-long domination of the 125cc division all the way to the checkered flag and took the Class 20 win in 12th overall with an average speed of 51.35 mph. Craig Smith and Jeff Dickerson piloted a Kawasaki KX125 to second in class seven minutes later and edged Class 40 winners Jackson and Etchart out of 14th overall by exactly six minutes.

Al Guzman soloed to the Class 50 win in 18th overall, finishing in just under five hours with an average speed of 45.99 mph. **CN**

Results

O/A: 1. Larry Roeseler/Ted Hunnicutt (Kaw); 2. Garth Sweetland/Paul Krause (Kaw); 3. Derrick Paiement/John Silva (Kaw); 4. Mike Baker (Yam); 5. Allie Cox/Tim Clark (Kaw); 6. Scott Morris/Joey Lane (Kaw); 7. Jeff Martinez/Robert Nolin (Yam); 8. David Rees/Jeff Kaplan (Hon); 9. Jeremy Davies (KTM); 10. Johnny Campbell/Craig Adams (Hon); 11. Kenny Parry/Scott Forward (Kaw); 12. Roger Hurd/John Braasch (Kaw); 13. Troy Pearce/Greg Fenton (Yam); 14. Craig Smith/Jeff Dickerson (Kaw); 15. Richard Jackson/John Etchart (KTM); 16. John Alexander/Todd Alexander (Kaw); 17. Anna Merritt/Lillie Sweetland (Kaw); 18. Al Guzman (Kaw); 19. John Haggard/Al Forbes (Yam); 20. Dennis Nuckles/Mark Licker (ATK).
CL 20: 1. Roger Hurd/John Braasch (Kaw); 2. Craig Smith/Jeff Dickerson (Kaw); 3. John Alexander/Todd Alexander (Kaw).
CL 21: 1. Mike Baker (Yam); 2. Scott Morris/Joey Lane (Kaw); 3. Jeff Martinez/Robert Nolin (Yam).
CL 22: 1. Larry Roeseler/Ted Hunnicutt (Kaw); 2. Garth Sweetland/Paul Krause (Kaw); 3. Derrick Paiement/John Silva (Kaw).

HARE & HOUND AMA National Championship H&H Series: Round 1



KTM's Danny Hamel scored the overall win at the opening round of the National Championship Hare & Hound Series.

Hamel scores Lucerne win

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, JAN. 27

Eighteen-year-old Danny Hamel from Boulder City, Nevada, rocketed into the lead just 20 miles from the start of the opening round of the National Championship Series and kept his factory-backed KTM 540 out in front all the way to the checkered flag.

Hamel completed the fast-paced 104-mile event in just over two and a half hours to take the round one win almost four minutes ahead of runner-up Paul Ostbo, who was riding a Kawasaki KX500.

"That was a good, tough race," Hamel said. "I liked the course and, apart from running out of gas once and falling on the last downhill, I didn't have any problems."

"I'm really happy to win the first round of the series because my goal this year is win the overall championship," said Hamel. "My long term goal is to beat Dan Smith's mark of five National Hare and Hound championships."

Smith recently retired from motorcycle racing to campaign a four-wheel drive truck in SCORE off-road competition. The five-time hare and hound champ's departure sparked renewed interest in the prestigious eight-race series and top guns from as far away as British Columbia turned out for a shot at this year's early points lead.

Round one was organized by District 37's Desert M.C. in the Camp Rock Road area of Lucerne Valley. The race consisted of a 38-mile first loop and

a 66-mile second loop with an alternate gas pit near the 40-mile mark on loop two.

The starting banner dropped for the first time just after 10:00 a.m. and the Expert wave charged north up the fast-paced bomb run and into the first twisty wash of the day. Team Green's Ted Hunnicutt grabbed the lead half way up the bomb and dashed into the 38-mile first loop with Kawasaki teammate Paul Krause hard on his heels. Hamel shot past the bomb in third and then overtook Krause to capture second overall.

The front-runners enjoyed a dust-free run through the wide open terrain of the opening miles but, further back in the pack, slower starters were trapped in near zero visibility.

"I must've been the last bike off the start and the dust was terrible," said ATK's Ron Naylor. "I was way back past 14th when I went by the bomb. I drove a stick into my hand between the knuckles last week and dislocated a couple of fingers, so we shot it with Novocain and my hand was numb when the race started. It was kind of hard to ride until it loosened up a bit."

Even 14th overall was an improvement on Naylor's start at last year's Desert M.C. National event. "I crashed on the bomb run last time and broke my shoulder, my back in four places and my pelvis in two places. No matter how far back you are, it's still better than that," said Naylor.

Honda's Chuck Miller was also in the running for last bike off the Expert

starting line. "I kicked about 10 times — my typical start, and I took off in solid dust," said Miller.

A promising early run by Team Green's Larry Roeseler was cut short when his chain broke near the 10-mile mark. Roeseler was running fourth overall when he was forced to drop out of the running but his misfortune proved to be a blessing for Kawasaki KX500 pilot Garth Sweetland.

"I had a great start and was running right behind Hamel and Roeseler, but I lost my rear axle nut," said Sweetland. "I borrowed a nut from Larry after he broke his chain and that let me get back into it."

The first loop headed north towards the top of Johnson Valley then turned east to check two on the far side of Victor Pass. The terrain changed from fast to technical and back again without warning and the racers were on their toes all the way.

Hunnicutt was working hard to hold off the top class competition, but Hamel's tenacity paid off halfway through the opening loop.

"I could see Ted out in front and I just stayed back out of his dust. I think he fell or something because I got right on his tail, then going across a long valley my bike was working a bit better than his and I passed him," said Hamel.

Hamel was still leading the way when he flashed into the pits at the end of the first 45 minutes of racing. Hunnicutt hit pit row just 52 seconds behind the leader and a fast pit cut the lead even further as the top two headed out into the 66-mile second loop.

Krause brought his Kawasaki KX500 down pit row two minutes later in third, with ATK's Chris Crandall, first 250cc rider Duane Summers, and Don Griewe hard on his heels. John Rudder's ATK held the number two 250cc spot in seventh overall, just ahead of Suzuki-mounted Randy

Moseley, and Ostbo led the Vet contenders through in ninth overall after recovering from a collision on the bomb run.

"I had a pretty bad start," said Ostbo. "I got tangled up with some other bikes in the first 10 to 15 feet — there was a real mess, and I ended up behind three or four riders going down the same trail. I didn't get to the bomb until maybe 13th."

Abe Baumann rounded out the top 10 less than five minutes behind the leader, with KTM's Jimmy Lewis (who is now riding in the 250cc class), Vet contender Kenny Parry battling a rear flat, and Miller not far behind.

Naylor had elbowed his way through the pack to claim 15th at the end of the first loop and Jeff Capt and John Braasch were fighting it out for the 125cc lead just two places behind him.

"We were really close the whole time," said Braasch. "We were hitting together and bouncing off. We nearly killed each other a hundred times."

The high-speed dash continued as the racers headed north into the second section, a 66-mile loop that ran around the outside of the first loop course.

Hamel was in front all the way in the charge to the north end of the power line road and was building a comfortable margin as the course turned towards Means Dry Lake. His lead started to look even more secure when a high-speed mistake took second-placed Hunnicutt out of the running near the 25-mile mark.

"I was in a wash and I went a bit wide. The front wheel went through the two rocks I was aiming for but the rear wheel clipped one of them and I went flying," said Hunnicutt. "I smacked my knee and at that stage I was too sore to continue. I sat for a while, then just cruised in and called it a day."

The course was also claiming casualties further back in the pack.

Krause and KTM 250 pilot Greg Searle were battling noise and reduced power after losing their silencers early in the loop; Moseley was pushing to make up six places he lost falling on a rocky downhill, and Kawasaki KX250 hotshot Scott Morris was trying to keep his ride going without a kick starter.

"I was making a pretty good charge until I lost the kick starter," said Morris. "I had to push the bike up out of a wash to get it going and I lost three or four minutes there and it took a lot of energy out of me. I killed the bike again later on but luckily it was on a hill so I could get it going again without too much trouble."

The only problem four-time Canadian Cross Country champ Guy Perett was having was understanding the competition in his first off-road race in California.

"I've never seen dust like this before and I backed off when I couldn't see but these guys just hold it open. They're nuts out here," said the ATK rider. "I saw so many people go end over end. I liked the course though — I'll be back for more of these."

Most of the field started to feel the pinch as they passed the 40-mile mark on their way to the alternate gas on Bessemer Mine Road. Hamel ran out of gas with the alternate pit in sight and had to stop to dump a quart of gas he was carrying, and Summers lost the 250cc lead to Lewis when his Yamaha ran out of gas twice heading into the alternate pit.

"I ran out about five miles before the alternate and it cost me two overall places and first 250," said Summers. "I had Lewis by 20 or 30 seconds before



More than 400 racers turned out for the Desert M.C.-hosted hare and hound at Lucerne Valley; it featured three loops totalling 142 miles of trail.

that. The bike died again right as I pulled into the pit."

Ostbo had the ride of a lifetime going when he hit the alternate gas. The Vet class contender made the most of the dust-free rocky terrain early in loop two and launched a blitz that took him up from ninth overall at pit one and to second overall at the alternate pit, just four minutes behind Hamel.

"You should've seen him ride. He just ate me up in the rocky sections," said Crandall.

Naylor was making his move from 15th overall.

"I rode really conservatively at first and once my hand loosened up I started picking guys off," Naylor. "I was all the way up to fourth at one stage but I got off the course and started following some play riders. I kept praying for tight stuff because that's the only place I can pass anybody. It was so fast out there I didn't get many chances."

Leader Lewis was also looking for some tight terrain.

"Off the bomb I wasn't as brave as some of the guys in the dust so I had some ground to make up and I hoped the second half would be tight. It had some sections that were excellent but they were only half a mile at the most — not nearly long enough to do what I needed," said Lewis.

The pace got even faster as the race drew to a close and the National contenders made a last ditch bid for round one points, but no one could catch Hamel. The KTM pilot kept the number one spot all the way to the finish and took the checkered flag with a winning margin of almost four minutes, despite losing time in a fall on the final downhill.

"I got hung up on a rock on the first hairpin curve of that last downhill

and ended up falling down it. Apart from that and running out of gas at the alternate, I had a flawless ride," said Hamel, who is sponsored by KTM/Answer, Metzeler, Duralube, Scott, Acerbis, Z Racing, Alumilite, F&L, N'Style and MTC.

"It was a good course — a really tough race, and it feels good to win it. I think winning the first one of the series makes the rest of the year a little bit easier."

Ostbo's second place finish brought mixed emotions.

"I'm mad at myself because I should've done better off the start. It's hard to make up that many minutes with the quality of the riders we're up against here," said Ostbo. "But I'm happy with second. This is a pretty good finish considering how the race started."

The Vet class winner was followed in by Crandall in third overall and Husky pilot Don Griewe claimed fourth.

Krause brought Open bike number five into the finish and Naylor's ATK thundered home in sixth.

The first 250cc entry to cross the finish line was Lewis in seventh overall. "I didn't have any real problems but the course was a bit fast for me," said Lewis.

Summers finished on Lewis' heels to claim second in the 250cc class and Rudder finished one place back in ninth overall to claim third 250. Chuck Miller took second in the Vet Open division (10th overall) ahead of 250cc Experts Randy Moseley and Greg Searle, and Parry held off a challenge by Grant Palenske to take the Vet 250cc win in 13th overall.

The race-long battle for the 125cc honors saw Jeff Capt (15th overall) come out on top of Braasch by just

Moving up to the 250cc class after making his name well known in the 125cc division, KTM's Jimmy Lewis finished seventh overall, scoring the 250cc class win.



two places. Defending class champ Bill Maxim took a wire-to-wire win in the Senior division in 19th overall. "It was rough — probably one of the roughest ones I've ridden," said Maxim. **CN**

Results

O/A: 1. Danny Hamel (KTM); 2. Paul Ostbo

(Kaw); 3. Chris Crandall (ATK); 4. Don Griewe (Hus); 5. Paul Krause (Kaw) 6. Ron Naylor (ATK); 7. Jimmy Lewis (KTM); 8. Duane Summers (Yam); 9. John Rudder (ATK); 10. Chuck Miller (Hon); 11. Randy Moseley (Suz); 12. Greg Searle (KTM); 13. Kenny Parry (Kaw); 14. Grant Palenske (Yam); 15. Jeff Capt (Yam); 16. Garth Sweetland (Kaw); 17. John Braasch (Kaw); 18. Scott Morris (Kaw); 19. Bill Maxim (Kaw); 20. Jim Clark (KTM); 21. John Silva (Kaw); 22. Corky Maughan (Suz); 23. Dunn Voyer (Hon); 24. David Ondas (Kaw); 25. Mark Anderson (ATK).

PROFILE Road racer Chris D'Aluisio

By John J. Schiavone

Chris D'Aluisio came from virtually nowhere to become a five-time visitor to the AMA 250cc Grand Prix podium in 1990. Without question, the 27-year-old rider from West Reading, Connecticut, was fast. He finished fifth at Daytona, won at Road Atlanta and Elkhart Lake, took second in Miami, and finished third at Loudon and Heartland Park Top-eka. D'Aluisio started from the pole in four races and finished third overall behind eventual series winner Doug Brauneck and second-place finisher Al Salaverria. The results were impressive considering that before 1990, D'Aluisio's best AMA 250cc GP race result was a fifth — finishing 12th in the series point standings in 1988, and eighth overall in 1989.

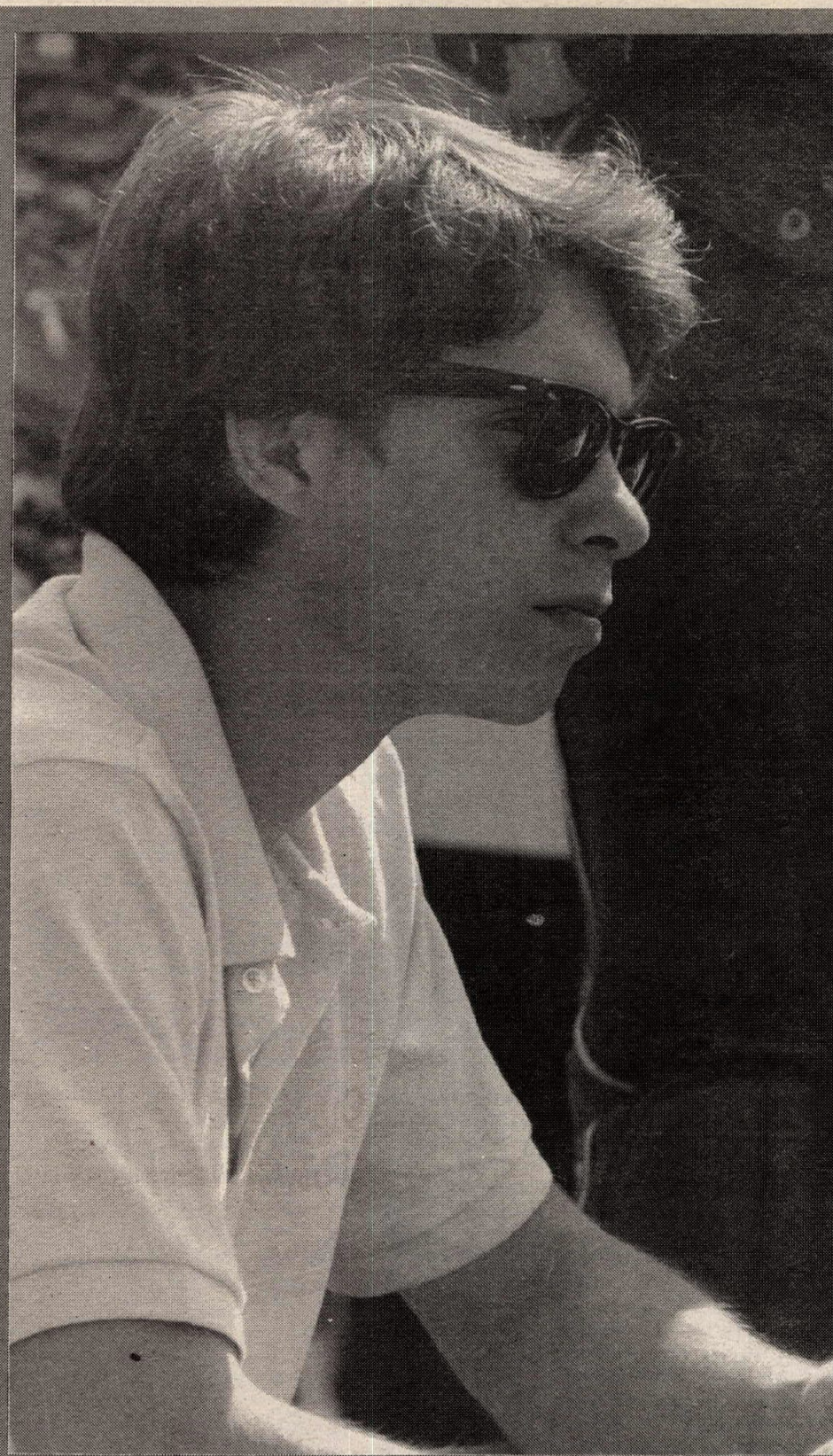
D'Aluisio has an interesting background. He received an aircraft maintenance license after finishing high school and raced 10-speed bicycles professionally. He became a top-level Category Two racer and was invited to join the prestigious Cannondale team, a quality-oriented bicycle manufacturer located in rustic Connecticut. D'Aluisio competed in bicycle road races of about 150 miles in length, called criterium races, where he consistently finished in the top three.

"I decided to stop racing bicycles in '85 because it was becoming more like a job than fun, which I wanted it to be," admits D'Aluisio. "Cannondale offered me a job at their corporate headquarters as a research and development technician because of my hands-on technical ability and machining skills."

At Cannondale, D'Aluisio uses his bicycle and motorcycle racing experience to develop new technology. He was instrumental in developing Cannondale's new E.S.T. (Elevated Suspension Technology) line of off-road bicycles, which use many of D'Aluisio's concepts. For example, when designing the rear suspension, D'Aluisio determined that pedaling energy would be maximized if the swingarm pivot was elevated above the pedal sprocket. When a shock absorber was needed to complete the rear suspension package, D'Aluisio turned to his friends at Works Performance for assistance. The result was a small, efficient and lightweight shock that was well suited for bicycles.

D'Aluisio also developed a unique braking system to accommodate the bicycle's rear suspension. It's surprisingly simple and more direct than conventional cantilever and center-pull brakes. The "Force 40" cable-routing system designed by D'Aluisio is patent pending, and uses a simple roller device to increase braking power and permits one-finger braking. In addition, D'Aluisio has developed a replaceable rear derailleur hanger for off-road bicycles. The hanger, secured with two small screws, is designed to break off before damaging the frame itself. The bean-counters at Cannondale really like this feature because of the company's liberal frame replacement policy.

As his interest in bicycle racing began to diminish in 1985, Chris turned his attention to motorized cycles and purchased a used Honda 500cc Interceptor. Although he previously owned dirt bikes, the Interceptor was D'Aluisio's first street machine. Along with his brother Gary, Chris attended a WERA endurance race at Loudon later that season and the motorcycle-racing seed was planted. Next season, the D'Aluisio brothers each purchased Honda MT125 road



From pedals to pistons

racers to broaden their experience. In their first amateur race at Loudon, "Gary won both and I got second in both, and it went like that the whole season," Chris recalls. "Either he would win or I would win, and either one of us would (finish) second."

D'Aluisio received his pro license in 1988, and purchased a used Honda RS250. "I knew I wasn't capable of riding a 250 at its full potential... so a used bike was fine," he admits. "A slower bike down the straight is better for you, because it forces you to ride harder to stay with the new (and faster) bikes. That principal worked well that year, especially at Loudon because it's such a technical track," recalls D'Aluisio, referring to the now replaced tight Loudon circuit known as Bryar Motorsports Park.

For 1989, Chris was ready for a new bike and purchased a Yamaha TZ250W. He attracted the support of

David Harold (DavHar Racing), a 10-year AMA racing veteran who assisted with bike setups and engine development, which helped reduce D'Aluisio's lap times. Unfortunately, Harold's other business commitments did not allow him to attend many races. Dunlop's Jim Allen also took notice of D'Aluisio's quick lap times in 1989, and offered the young rider superior English-made front tires when available. Otherwise, D'Aluisio would race with "takeoff" tires that were already used and discarded by Dunlop's A-team pilots.

Although D'Aluisio's lap times were competitive in 1989, his inability to master the starts kept him from a top-three finish. "My best finish in '89 was Elkhart Lake," he recalls. "I got a fifth because the bike was jetted right and I got a good start. My lap times were comparable to the front-runners at other races, but I would be going

backwards at the start. At first I thought it was (my problem), but when the bike was going right I knew I could start."

D'Aluisio was determined to win the AMA 250cc Championship, as well as the Canadian RACE 250cc Series in 1990. To accomplish these ambitious goals, he had to solve the two basic problems that plagued his previous season — pushing too hard on worn tires and inconsistent track assistance with engine preparation. In response, D'Aluisio signed a full-support contract with Dunlop, and David Harold agreed to provide technical assistance at every race. The strategy was working.

After finishing fifth at Daytona in March, Chris traveled to the U.S. GP at Laguna Seca where he finished as the highest placed American privateer. While the 19th-place U.S. 250cc GP finish could be justified as valuable experience, the fifth-place finish at Daytona was unacceptable.

"I wanted a top-three finish at Daytona, and I know I could have got it," D'Aluisio says in a soft but confident tone. "I went a lot slower in the race than in practice. That was mostly due to conservatism — wanting to finish the first race of the season and get it behind me."

Daytona proved to be another disappointment for D'Aluisio because shortly afterwards, Kenny Roberts withdrew his Marlboro-backed team from AMA racing over a dispute involving the display of their decals.

How did D'Aluisio react to the news? "At first I was pretty upset because (racing against Roberts' team) was one of the things I was thinking about all winter while I was training. I was doing their lap times... but they got away from me initially at Daytona which bummed me out, so I was looking forward to the next race. When I heard they weren't going to be there, I was pretty pissed off. But he (Roberts) has his points. The motorcycle is a billboard with paying customers and you don't get something for nothing. The AMA needs to pay more prize money... motorcycle racing is definitely a business."

The next race was Road Atlanta, and Chris never did get to race against Rich Oliver and Robbie Petersen of Team Roberts. He did, however, get to race against the seasoned veteran Doug Brauneck, who Chris calls "just smooth." D'Aluisio beat Brauneck by one-tenth of a second after starting from the pole. "That was a good race," he says with a smile. "I learned a lot at Atlanta. In practice I learned how to push the bike to get it to run faster and faster. I knew at the start that I was going to win, and that helps a lot. Confidence is a great part of this sport."

The next weekend D'Aluisio crossed the border into Canada, where he won the first RACE Motoplan-Castrol 250cc Canadian National of the season at Sanair, also starting from the pole.

At Loudon, D'Aluisio accumulated a 40-second lead over Brauneck after Rick Kirk, who was leading, fell off. D'Aluisio, however, would not get the victory in what became a fall-off-and-get-back-on-again race for many.

"I wasn't pushing it," he recalls. "There was no way I was going to slide out and fall down with such a comfortable lead. Danny Coe (who had previously fallen and was about to be lapped) turned around and I thought he saw me. I guess I didn't get far enough ahead to let him know I had the corner, because he started to come in... and I hit him."

D'Aluisio went down, picked up his wounded Yamaha and finished third



— you can't set up a bike on worn tires."

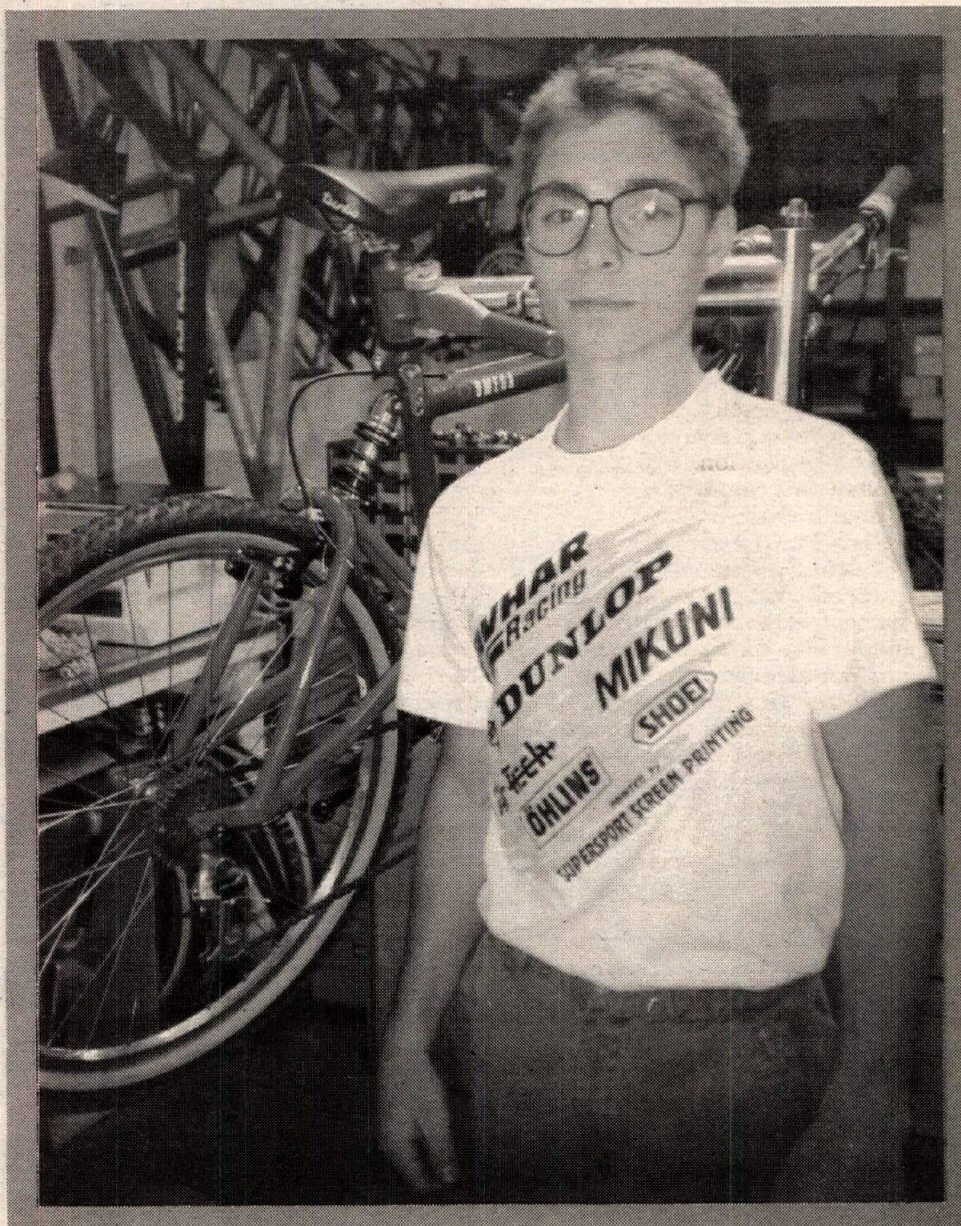
Race pictures of Wayne Rainey, Kevin Schwantz and Eddie Lawson decorate D'Aluisio's office walls and reveal his future aspirations. "I'm just taking it year by year," he says. "I have aspirations of doing some real racing — real racing meaning Europe. If Moto Du Monde (Kenny Roberts' attempt to organize an independent race series in the U.S.) goes the way they're planning, that would be just fine too."

After racing in Canada, D'Aluisio appreciates the efforts of the AMA. His remark about doing some "real racing" is not meant to detract from AMA's race organizing, which D'Aluisio considers "pretty good." However, like so many aspiring motorcycle road racers in America, D'Aluisio believes that the AMA could do more. How would D'Aluisio help the sport?

"I would hire a promoting agency," he says quickly. "The AMA is a race sanctioning body, and they're not promoters. They could promote their programs to racers... which works fine because they get the turnout from them. But they need to do more to increase spectator turnout and sponsorship. They need more TV coverage."

In many ways Chris D'Aluisio represents the plight of the typical motorcycle road racer with talent in America. Unless he gets the support and guidance from someone like Kenny Roberts, he has to struggle in a restrictive racing environment that merely becomes a stepping stone to race elsewhere. D'Aluisio is one of many American racers patiently waiting for a Moto Du Monde-type program to materialize. Until that happens, however, he will continue to drink champagne on AMA podiums! **CN**

(Above) Chris D'Aluisio (11), the road racer, leads the way at Road Atlanta. (Below) D'Aluisio, the engineer, stands in front of his latest creation, the rear suspension system on Cannondale's mountain bike. D'Aluisio will attempt to win the 250cc championship again in 1991.



after Brauneck and Kirk, who had also remounted, passed by to finish first and second, respectively.

From Loudon, D'Aluisio continued north to Shubenacadie, Nova Scotia, where he finished second overall in the Canadian RACE National. The following weekend at Elkhart Lake, D'Aluisio started from the pole and won the final. D'Aluisio now had a comfortable 18-point lead over Brauneck, and also led the Canadian RACE Series after two events.

At the slippery Miami street circuit, D'Aluisio was cautious. "I won my heat race, but didn't start the final as aggressively as I should have," he recalls. "I didn't want to push that hard. Second place was just fine. I know Al (Salaverria), and I knew he was going to win that race, so I was better off not tangling with him. Al is rambunctious when he rides, kind of erratic... but he can definitely go fast."

D'Aluisio wanted to clinch the Canadian RACE Championship at the next event in Shannonville, Ontario, before the series headed west, where he couldn't afford to travel. He arrived in Canada with what he thought to be an adequate supply of Dunlop tire combinations. His choices, however, were incorrect and a limited supply of the right compound tire caused him to crash hard in practice. "I fell down because the tires were off," he admits. "They operated on my (broken) right hand and used an external fixture with pins and a traction device. It was supposed to be on for 10 weeks, but we took it off after four. I went to therapy every day and treated getting my hand better like it was a full time job."

The hand injury caused D'Aluisio to miss the sixth round of AMA 250cc competition at Mid-Ohio. A win by Salaverria tied him with D'Aluisio for first, while Brauneck trailed in second by only five points. A month later at Topeka, D'Aluisio raced while nursing his still-injured hand and could only manage a third-place finish.

"I didn't get a whole lot of time on the track, and I didn't want to hurt

my muscles too bad," he recalls. "I really couldn't go too deep in the corners because I didn't have the feel in my (right) hand that I needed for braking. Third was okay for me at Topeka. I knew it would go down to Willow Springs."

It was do or die for D'Aluisio at the final AMA 250cc round at Willow Springs. Brauneck now led the point-standings with 94 to D'Aluisio's 92, while Salaverria was relegated to third with 89 points after only finishing fifth in Topeka. The final had all the makings for a real thriller, but it was anticlimactic because it didn't have D'Aluisio. While practicing on Thursday, his engine seized after a long mid-throttle section which high-sided his hopes for the championship. As he was falling, D'Aluisio subconsciously protected his previously injured right hand and broke his right elbow. Needless to say, he did not make the last AMA 250cc race of the season.

The season, which started so well for D'Aluisio, had ended in disappointment. Brauneck's second-place finish at Willow Springs earned him the AMA 250cc GP Championship, while Salaverria's sixth-place finish was good enough for second place overall. But 1990 is history, and for 1991 D'Aluisio is determined to regain his speed and start winning again. He has contracts with DavHar Racing, Dunlop Tires, Vanson Leathers and Shoei Helmets, and will contest the AMA 250cc GP class aboard a 1991 Yamaha TZ250B.

To prepare himself for 1991, Chris uses extensive bicycle training. In addition to a daily weight-training routine, D'Aluisio rides a bicycle about 40 miles a day. While traversing the rolling hills of Connecticut, he thinks about racing motorcycles and how he can improve himself. What did Chris D'Aluisio learn from last season? "I learned not to ride with reserve," he confesses. "I was thinking of the championship too often during the races and not riding the way I know how to ride. I would start too slow and get behind. That was just a mistake. I also learned not to push worn tires

RIDING IMPRESSION 1991 KTM 250 E-XC



throttle control is crucial. It has just enough flywheel weight to keep the rear wheel from losing traction and spitting out to the sides every time the throttle is twisted. This really comes in handy on off-cambers, especially when there's loose ground and tree roots involved.

Tackling steep hills on the E-XC is a piece of cake, it'll carry you up any incline you dare climb, although you'll probably find yourself quickly downshifting to first gear as soon as you make your initial attack on the hill, because first gear is tall enough to maintain speed as well as low enough to keep pulling when momentum stops. In other words, first gear is very useful and useable with the E-XC.

The Austrian-made KTM's transmission worked flawlessly throughout our day and missed shifts were few and far between. Plus, the gear ratios seemed to fit the powerband quite well. There are no excessively wide gaps between gears.

Suspension-wise, the E-XC received a number of refinements, especially to the 4054 Multi-adjuster White Power inverted fork, which boasts 11.8 inches of wheel travel. Most of the changes are internal and designed to produce an all-around plusher ride — it worked. The revamped fork soaks up the jolts extremely well, but whenever bottomed, the front wheel would contact the inner back portion of the fender, leaving a nasty black mark.

Like the fork, the rear White Power Integral Reservoir Shock received many internal refinements and for the same reasons. And, as with the fork, we have no complaints. We spent a lot of time on the E-XC rolling over big imbedded rocks, as well as tree

The 1991 KTM 250 E-XC should appeal to the more aggressive off-road rider with its somewhat pipey and powerful motor. It's a serious machine.

Checkpoint terror

By Kit Palmer

As KTM's Scot Harden put it, "The 250 E-XC has been our bread and butter off-road bike for many years and we feel that our 1991 model is by far the best yet." And to prove his point, Harden offered *Cycle News* the first ride on the 1991 KTM 250 E-XC, and even though we only got to ride the KTM for just one day, it was a day filled with tackling tight trails, steep downhills and uphill, off-cambers, logs, rocks and ledges. Something you would expect when you go riding with a successful veteran off-road racer like Harden.

The new E-XC features a number of refinements over the previous model. The water-cooled, two-stroke, case-reed induction motor now has a two-ring (instead of a single ring) piston, as well as revamped cylinder porting, a new exhaust pipe, readjusted power-valve settings, a beefed-up clutch and a larger airbox. This all translates into a motor that really breathes fire.

When referring to dirt bikes, when

most people hear the word "enduro" (as in enduro bike) they naturally think, "Oh, it must be slow," as compared to their motocross-related counterparts. A few years ago, that was 99.9% of the times accurate. But not anymore, especially in the KTM's case. The E-XC's motor produces very MX-ish type power, the kind of power that so many serious enduro riders have been seeking for a long, long time. The KTM is a quick revver and pulls hard as you shift through its five-speed wide ratio transmission. An aggressive rider will really enjoy the motorcycle's responsive and somewhat *hyper* (for an enduro bike, that is) motor.

According to Harden, the E-XC's mill is nearly identical to its motocross brother, the 250 MX model, except the E-XC has different transmission ratios, ignition and muffler (the E-XC model comes with a U.S. Forestry-approved spark arrester).

Even though the motor is pretty pipey for an enduro bike, it still is easy to control on tricky terrain, when



roots and logs, and the back end didn't have the tendency to over-rebound and kick the rider in the butt. Even on whoop-de-doo, the back end tracked well and was very stable.

The overall ride at both ends was cushy and progressive.

At a claimed dry weight of 224.8 pounds, the E-XC isn't exactly a featherweight, but it's well within the acceptable limit. On the trail, it feels light, but lifting the bike is a different story. This has a lot to do with not being able to get a good grip where you usually lift a bike near the back of the seat and the rear fender junction. You have to grab the fender and the edges dig into your hand. It isn't a pleasant feeling at all. Luckily, we didn't get stuck too much during our day on the KTM, but we sure wouldn't want to lift the thing out of a Blackwater 100 mudhole. In short, it needs a grab handle.

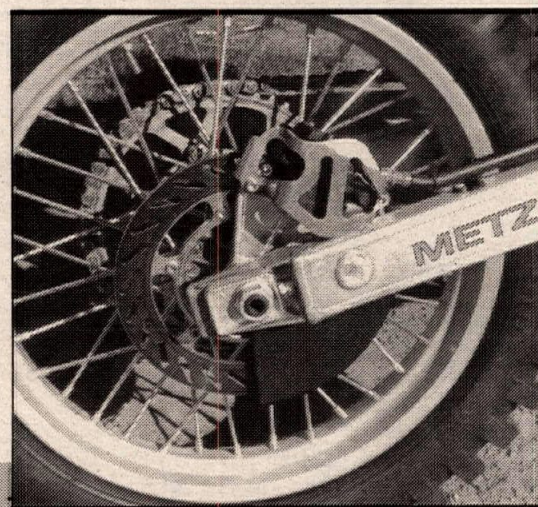
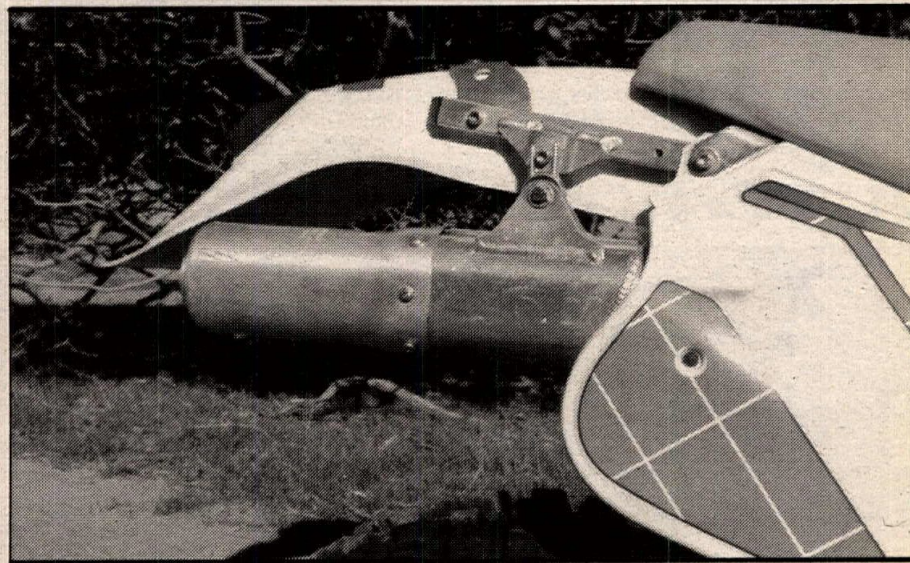
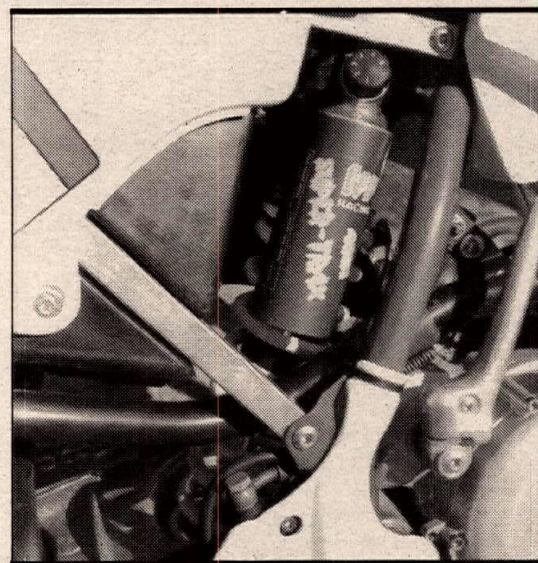
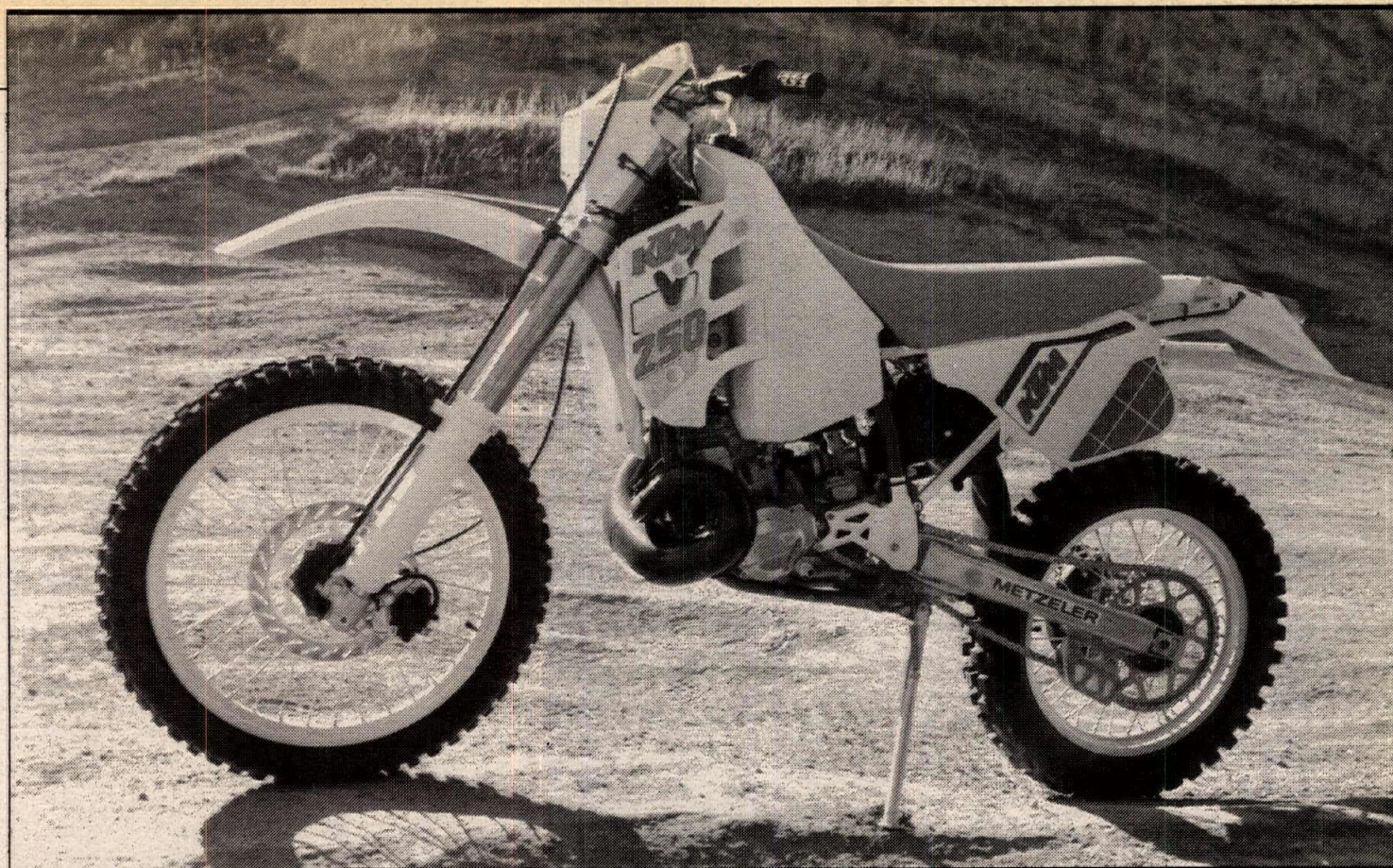
Any reputation the E-XC had for having a poor rear disc brake is now a thing of the past. Earlier E-XC models did have problems with brake overheating, but over the last few years, the problem seems to have been eliminated. We put the back brake to hard use all day long and we didn't feel a hint of fading. However, we weren't exactly thrilled with the brake pedal. The part that your boot presses down on is just too narrow for our liking. Many times our right foot came flying off the pedal at inopportune times.

The single piston front disc brake is strong and progressive. We had no complaints there.

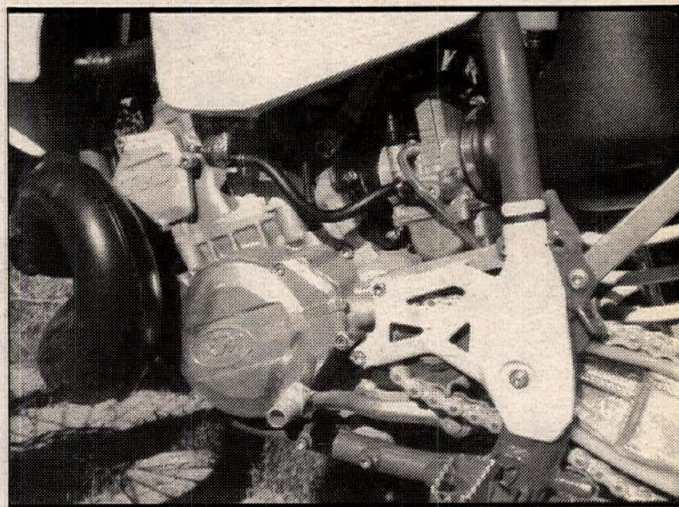
Handling, such as turning, is first-rate with the E-XC. It carves its way through the narrows trails like a freshly sharpened knife. Steering is precise, to say the least. The E-XC we rode came fitted with Metzeler Moto-cross tires, but according to Harden, the off-the-showroom-floor units will be fitted with Metzeler All Cross tires, which he claims work better.

The E-XC is a comfortable motorcycle to ride. The handlebars are easy to reach as are the Magura clutch and front brake levers, but we can foresee possible problems with the seat. Although the seat on the E-XC that we rode felt fine, the seat on a well-used 1991 MX 300 that was taken along for the test ride, felt way too soft for us. This doesn't necessarily mean that the seat padding on the E-XC that we rode will break down and go soft also, but the indications are there.

Detailing on the E-XC rates right up there with some of the best Japanese-made enduro bikes on the market, perhaps better than most. The E-XC features sturdy plastic fork



(Top) The White Power inverted fork has been completely reworked for 1991, as has the WP shock (middle left). The off-road models come stock with a spark arrester (middle right). The rear disc brake (left) works well, and the motor (right) is compact.



Specifications

KTM 250 E/XC

Engine type	Liquid cooled, 2-stroke, single, case reed induction
Bore x stroke	67.5mm x 69.5 mm
Displacement	248.6cc
Horsepower	52.2 hp @ 8075 rpm
Transmission	5 speed EXC wide ratio
Carburetor	36mm Keihin flat-slide
Starting system	Primary kick
Ignition	SEM K11, 12V/130W Lighting Coil
Lubrication	Premix
Primary drive	Straight Cup Spur Gear
Final drive	14-50 (3.57:1) O-Ring chain
Frame	Chrome-Moly Main, Aluminum Subframe
Rake	27.7°

Front suspension	White Power 4054 Multi-adjuster, inverted
Front wheel travel	11.8 in.
Rear suspension	White Power, single shock, swingarm
Rear wheel travel	12.6 in.
Front brakes	10.2-in. disc, single piston, organic pads
Rear brakes	8.65-in. disc, single piston, organic pads
Front tire	90/90x21 Metzeler All Cross
Rear tire	120/90x18 Metzeler All Cross
Claimed dry weight	224.8 lbs.
Wheelbase	58.4 in.
Fuel capacity	3.3 gal.
Ground clearance	15.2 in.
Seat height	37.2 in.
Colors	White
Retail price	\$4199

guards, plastic boot guards around the countershaft sprocket and brake pedal pivot, a seemingly reliable odometer, a beefy side stand, a large 3.3-gallon gas tank, an O-ring drive chain and a working headlight and taillight. Missing, though, are hand guards.

Unlike the Japanese offerings, the E-XC comes with a 30-day warranty that covers the engine, frame and swingarm.

KTM is serious about off-road competition and it shows with the 1991 250 E-XC. The motor roosts, the suspension works, it handles well, it's built to withstand punishment, and it's pretty much race-ready right out of the crate, except for requiring hand guards. Down the road, we might look into firmer seat padding and modifying the brake pedal a little.

As far as price, the KTM 250 E-XC

is right in the hunt, particularly in light of the fact that the suggested retail prices of Japanese motorcycles have skyrocketed. The E-XC carries a suggested retail price of \$4199, which is only a few hundred dollars more than the average cost of a 250cc Japanese-made two-stroke enduro bike.

As for reliability: Even though we only spent one day on the E-XC, we've spent a lot of time on other models, such as riding previous model 250 E-XCs in tough enduros such as the Tecate 250K in Baja (twice) and the two-day Mauna Kea 200 Enduro (three times) in Hawaii. In all of those events we didn't have a single problem, not even a loose bolt. We have no reason to believe that the 1991 E-XC is any less reliable than previous models.

Simply put, the 1991 KTM 250 E-XC is one solid package that works. **cn**

MOTOCROSS

Florida Winter AMA Motocross Series: Round 4



Brian Swink (42) chased series points leader Barry Carsten (34) early in the first 125cc Pro moto. Swink stuffed his way past Carsten to take the moto victory.

Mark Renaud (179) held second place at the start of the first 250cc Pro moto before dropping off the pace. Winner Brian McElroy was already long gone.



Swink, McElroy top Motocross of Marion County

By Mike and Anne Adair

REDDICK, FL, JAN. 26-27

Brian Swink and Brian McElroy each claimed Pro class overall wins in dramatic final-moto contests at the fourth round of the Florida Winter AMA Motocross Series at Motocross of Marion County.

Peak Antifreeze/Pro Circuit/AXO-sponsored Swink caught Mike Brown in the closing laps of the final 125cc moto, tried twice to stuff inside Brown, only to unload within sight of the checkered flag. Swink, who still

topped Brown for the overall win, said, "That white flag came out too quickly for us. We thought that the clock indicated another lap to go."

Brian McElroy, after scoring his third straight 250cc class overall victory, commented, "I had a lot of help here today. After practice Woody Kyle of WKR Racing replaced my top end and at the same time Doug Harvey of Pro Action Suspension rebuilt my forks. Both changes worked for the best. My bike did fine during the motos."

Motocross of Marion County attracted 400 riders to the fourth round of the Winter AMA Series. This central Florida track is known for its hard clay, rocket fast surface and sky jumps. Two nights of hard rain, however, softened the clay and disappointed the "hard pack" riders. Saturday's opening motos were actually more of a mud race. Dry, mostly sunny weather on Saturday hardened the track before Sunday's pro session.

Track promoter Ken Blackburn elaborated, "The track was perfect before the rain. We will regrade it and the pros will have a good surface to ride on."

The first 125cc Pro moto saw Barry Carsten burst off the start with a clear getaway with Mike Treadwell, Cliff Palmer and Doug Henry in tow. Swink, Justin Jackson, Ezra Lusk and David Beckington overcame mediocre starts and moved up rapidly.

Henry said, "I got into second place, caught up to Carsten, but fell. Swink and Brown caught me."

Swink closed on Carsten and described his winning pass, saying, "The track was rutted. There weren't many passing lines. I got inside Barry and had to stuff him. There was no other way to get by."

Carsten, who is leading the series added, "After Brian and I shared a rut, Henry caught up and we had a good race. I shouldn't have let off. He got by once, but I retook second."

Moto two had a dramatically different script as Brown ripped off the gate first ahead of Carl Vaillancourt, Swink, Carsten, Palmer and Jackson.

Brown's dad, Bernie, said, "Just before the two-lap card, I noticed that Mike had a rear flat. It was too late then to tell him. He rode the entire race with it."

Brown said later, "I felt the flat in the first long straight. The bike rode hard and felt sloppy in the rear."

Brown built a seven-second lead by the time Swink dealt with Vaillancourt to take over the number two spot.

Swink said later, "Brown was out there and it took a long time to reel him in."

On the white flag lap, Swink soared alongside Brown on the grandstand triple, but Brown held the advantage on the final lap.

Brown, who ended up second overall, said, "I knew that Brian was coming and guarded the inside. He tried to push me out of the rut twice and fell the second time."

Carsten, who took third overall and maintained his series lead, explained, "I had a great race with Vaillancourt, but once he was slow to accelerate after a jump and I almost landed on him."

In the first 250cc Pro moto, Brian McElroy's Gear/WKY/Pro Action-backed Suzuki roosted the field and led all the way for a win. The battle for second featured Mark Renaud, Earl May, Vaillancourt, Palmer, Vince DeVane, Ross Pederson and John Dowd. Vaillancourt worked on Dowd and Renaud and took over second on lap three.

"I was riding by myself and lost the race," said Vaillancourt. "DeVane

came up and I had someone to race with. He jumped by and passed me, but we both gained on McElroy."

DeVane said, "After I got by Vaillancourt, I saw Dowd coming. It gave me energy to ride faster, but McElroy was too far ahead."

Series leader Dowd said, "I got hit in the start and had to use all of my energy catching up again. This is getting old."

Winner McElroy said, "I hate to lead early in a moto, but I handled leading better than I expected to."

Justin Jackson spearheaded the assault in moto two with Vaillancourt, McElroy, Cliff Palmer, Rob Black and Dowd in pursuit. McElroy reeled in Jackson to lead on lap three, but Dowd was on his tail by lap five and eventually passed him for the win.

"A good start saved my strength," said Dowd. "I passed Brian in a fast set of whoops in the back. I passed people all day right there. No one else was using that line."

McElroy said, "I had a good race with John, but got twisted on a jump and aggravated an old hand injury. I didn't push after that and hung on for the overall win."

DeVane, who clawed his way back by Vaillancourt for third and third overall, explained, "Someone knocked me down at the start. My clutch side grip came off and it got pretty tricky to ride."

In Saturday's muddy amateur competition, only Pee Wee rider Tyson Hadsell and 85cc (12-13) class rider Kevin Windham maintained perfect series records. Ricky Carmichael, who has dominated the 85 (7-11) class, crashed hard on a triple jump and left the win to Tri City Honda's Kenny Jones.

Jones said, "I hated for Ricky to fall, but I haven't beat him in a long time."

Carsten won the 125cc Expert class by sweeping both motos.

The Mechanicsville Cycle/Malcolm Smith/DG-supported rider said, "A lot of pros have been getting track time and conditioning by riding on Saturday. I enjoyed racing both days."

Timmy Ferry edged David Beckington in a hotly-contested duel for second. Ezra Lusk injured his back in the first moto, but rebounded on Sunday to sweep the 125cc Youth class.

The 250cc Expert action focused on McElroy, Billy Silvarole, Anthony Paggio, Beckington and Tommy Martin. Martin led moto one, with Beckington, Paggio and McElroy on his fender. Beckington's TUF Suzuki took over and led until the white flag.

Beckington said, "Brian was on me. I stalled it in a boggy turn and he took the win."

Team Green Kawasaki's Silvarole put his KX250 ahead of Paggio and owned moto two.

Silvarole said, "I love the mud; I've been waiting all year for a track like this."

McElroy salvaged the overall win with a pass on Paggio.

"I hit a slick spot and fell," said Paggio. "I should have made Brian work harder for it."

McElroy added, "My rear brake lever packed up with mud. It was a thrill taking those doubles with the back wheel locked. I had to hold the throttle on."

Mini cycle competition was intense. James Garrett and Jeremy Shuttleworth upset series leader Don Leddy in the 65cc contest.

Team Green Kawasaki's Robbie Skaggs split motos with teammate Kevin Windham in a close 85cc (12-13) fight. Skaggs, who with his grand-



Steve Albred (18) grabbed the holeshot in the 125cc Youth class ahead of Ezra Lusk and John Hillman (13). Albred dropped to fifth, while Lusk topped the class.

Kevin Windham (511) and Robbie Skaggs (44) traded moto wins in 85cc 12-13 action. Windham scored the overall with his second moto victory.



parents drives from Laurence, Kansas, each week, said, "Kevin is a good rider and racing with him and the other guys makes me better."

Greg Rand, the 85cc (14-15) class ruler, was pushed by another Ohio rider, Ryan Pauley, before notching two more moto wins. Kawasaki/Fox/Scott-supported Rand doubled with a Mini A class win on Sunday as well.

The Women's class confrontation between Beth Regis and Kim Sybert continued. Sybert's 85cc Honda jammed inside Regis' 125cc Kawasaki, but she crashed to second. Perennial third-place finisher Cathy Priest said, "Beth and Cathy know that I'm back there. They better stay on it."

Mike Tippin upset Johnny Borders and Alan Andreu in +30 class competition. Andreu pointed to his sprocket,

saying, "It stripped. It looks more like a skill saw blade now."

Johnny Borders, who topped Jeff Hughes in the +35 class said, "In another week I will have won enough Team Green Bucks to refurbish this 1989 dinosaur."

Chris Brown rode his Answer/Cycle Shop/Shoei-backed boosted Kawasaki to a moto split with Gary Kellum in the 125cc C division two class. Winner Brown said, "I hope to move into the points lead next week at Gatorback."

Results

125 PRO: 1. Brian Swink (Hon); 2. Mike Brown (Hon); 3. Barry Carsten (Suz); 4. Doug Henry (Yam); 5. Cliff Palmer (Suz); 6. Ezra Lusk (Suz); 7. Ross Pederson (Suz); 8. Carl Vaillancourt (Hon); 9. Justin Jackson (Suz); 10. David Beckington (Suz).
250 PRO: 1. Brian McElroy (Suz); 2. John Dowd (Hon); 3. Vince DeVane (Hon); 4. Carl Vaillancourt

Justin Jackson (90) tried to chase down Mike Brown (483) in the second 125cc Pro moto, but Brown went on to take the moto win and second overall.



(Hon); 5. Michael Treadwell (Suz); 6. Ross Pederson (Suz); 7. Cliff Palmer (Suz); 8. Justin Jackson (Suz); 9. Matthew Crown (Suz); 10. Alan Andreu (Hon).

125 A: 1. Barry Carsten (Suz); 2. Timmy Ferry (Kaw); 3. David Beckington (Suz); 4. Bill Silvarole (Kaw); 5. Ernie Millan (Hon).

250 A: 1. Brian McElroy (Suz); 2. Billy Silvarole (Kaw); 3. David Beckington (Suz); 4. Anthony Paggio (Kaw); 5. Tommy Martin (Hon).

65 7-11: 1. James Garrett (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Don Leddy (Kaw); 4. August Lansberg (Kaw); 5. Jessie Bullard (Kaw).

85 7-11: 1. Kenny Jones (Hon); 2. Darren McChatten (Hon); 3. Don Leddy (Suz); 4. Ricky Carmichael (Kaw); 5. Jeremy Shuttleworth (Kaw).

85 12-13: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Jarrett Tipping (Suz); 4. Jeff Easley (Hon); 5. Scott Pinson (Suz).

85 14-15: 1. Greg Rand (Kaw); 2. Ryan Pauley (Kaw); 3. John Hillman (Suz); 4. Jason Sybert (Hon); 5. Kim Sybert (Hon).

MINI A: 1. Greg Rand (Kaw); 2. John Hillman (Suz); 3. Shane Hanna (Suz); 4. Fanny Haynes (Kaw); 5. Jason Sybert (Hon).

WMN: 1. Beth Regis (Kaw); 2. Kim Sybert (Hon); 3. Cathy Pries (Kaw); 4. James Stringfield (Kaw); 5. Susan Rothmier (Hon).

PLUS 25: 1. Pat Barton (Suz); 2. Darryl Heisler (Hon); 3. Kevin Knight (Hon); 4. Ross Johnston (Yam); 5. Michael Tipping (Hon).

PLUS 30: 1. Michael Tipping (Hon); 2. Johnny Borders (Kaw); 3. Rusty Sayres (Hon); 4. Bart Lucas (Suz); 5. David Bowman (Suz).

PLUS 35: 1. Johnny Borders (Kaw); 2. Jeff Hughes (Kaw); 3. Gary Peak (Yam); 4. Donald Leddy (Yam); 5. Donald Dillon (Kaw).

16-24: 1. Travis Blackburn (Kaw); 2. Brad Lockhart (Suz); 3. Adam Merrick (Suz); 4. Todd Dorman (Kaw); 5. Thomas Boyland (Kaw).

125 YTH: 1. Ezra Lusk (Suz); 2. Timmy Ferry (Kaw); 3. Ryan Reynolds (Hon); 4. Joshua Latina (Kaw); 5. Steve Albred (Suz).

125 B: 1. Bret Beauchamp (Hon); 2. Brad Lockhart (Suz); 3. Brian Behrmann (Suz); 4. Adam Merrick (Suz); 5. Lonny Bischoff (Hon).

250 B: 1. Adam Merrick (Suz); 2. Bryan List (Hon); 3. John Urbon (Kaw); 4. Brian Behrmann (Suz); 5. Brad Lockhart (Suz).

OPEN NOV: 1. Christian Smith (Hon); 2. Rodney Orr (Hon); 3. Chad Chancey (Hon); 4. Dale Keene (Hon); 5. Derik Royal (Kaw).

125 D-1: 1. Brad Simpson (Kaw); 2. Scott Moore (Hon); 3. Michael Lampe (Hon); 4. Ryan Eisenberger (Hon); 5. Michael McHane (Suz).

125 D-2: 1. Chris Brown (Kaw); 2. Ray Mitchell (Hon); 3. Gary Kellum (Kaw); 4. Lance Edwards (Suz); 5. Chris Johnson (Suz).

250 C: 1. Jason McClarchan (Hon); 2. Aron Junior (Hon); 3. Mike Jones (Kaw); 4. Roger Rhine (Hon); 5. Lance Edwards (Suz).

SUPERCROSS

GFI Racing Amateur Supercross Series: Round 1



A 250cc Novice class awaits its turn on the same track that hosted round three of the Camel Supercross Series.

Sebastian Chave (98) takes an off-track excursion during 125cc Pro action, allowing Anthony Amaradio (305) to sneak past for fourth place.



Petchel prevails at Anaheim

By Tony Alessi

ANAHEIM, CA, JAN. 27

Just one day after Anaheim Stadium was rocked by thousands of supercross fans, nearly one thousand amateurs pounded a slightly tamed course in the opening round of the GFI Amateur Supercross Series.

J.J. Petchel did some pounding of his own with a four-moto massacre of the 125 and 250cc Novice division one classes.

Petchel represented two of the 943 entrants and more than 5000 spectators who left Super Bowl Sunday at home in order to race on the same course the stars of the Camel Supercross Series used the previous evening. And according to GFI founder Goat Breker, a former factory rider who rode these same courses several years ago, the amateur track was nearly identical to the one used the night before.

"We're happy to have the track very close to what it was Saturday night," said Breker. "The track was slower, so all we had to do was take out the sharp bumps, make the triple impossible so nobody would crash over it and get hurt, and we shaved down the finish-line jump."

GFI was expecting a large turnout due to the number of pre entries and inquiries. Breker also attributed the crowd to the \$40 entry fee and the fact that no memberships were required to compete. Most classes ran five laps per moto, pros got eight laps, the minis ran four and 60cc bikes went three laps.

Fourteen divisions were required to split up the more than 300 125 and 250cc Novice class entrants. They made up nearly half of the 60-moto program.

Petchel, Grant Gasper and David Chase rushed into the first turn in the lead of the first division of the 125cc Novice class.

"There are a lot of new faces, but the guys up front are the same guys I've been battling in the GFI Winter Series over the last few weeks," Petchel said.

Petchel and Gasper put ground on Chase and the rest of the pack during the opening laps to set the stage for a moto-long battle for the lead.

"Usually Gasper tries to force a mistake out of you, but I think I am better in supercross because I was doubling both tabletops and he really wasn't gaining on me," Petchel said.

Petchel remained smooth and controlled to claim the win over Gasper and Chase.

Petchel again led the start of moto two, but Gasper applied by showing his front wheel many times during the opening laps.

"He and I have had our battles," said Petchel. "I'm getting to know his tactics, I felt faster and he might have been pushing too hard."

On the final lap Gasper crashed while trying to double a pair of tabletops. E.J. Wright quickly pounced into second and held it to the flag behind Petchel. Gasper regrouped for third in front of Tracy Asher and Bobby Hubbard.

Petchel and Nick Morgan battled the length of the first 250cc Novice moto. The race came down to the final lap between the two arch rivals.

"We came into lappers and Morgan clipped another rider and slammed into me," Petchel said. "We tangled but I came away first while he was bobbling back there." Morgan managed to hold on to second at the finish followed by Chase and Hubbard.

Petchel shot out front in moto two and immediately set a blistering pace while Asher, Hubbard and Chase went at it all moto for second. When the checkered flag waved Petchel completed his romp of four motos while Asher held on for second in front of Hubbard and Chase. Morgan crashed but still managed to charge back to finish fifth.

In division two of the 250cc Novice class Tony Rodriguez powered into the

lead of moto one followed closely by Bryan Magee, Matt Bateman and Nick Athens. Magee carved inside Rodriguez for the lead but was riding out of control, while at the same time Athens moved to third by passing Bateman. Rodriguez turned up the wick on the final lap and moved into the lead.

"I had this hot line, I banked high and dove under Magee before he even knew it," Rodriguez said about his winning pass.

On the final lap Magee came unglued and lost concentration dropping back to fifth behind Barnhart, Bateman, Athens and Rodriguez.

Athens went wire to wire for the win in the second moto while Bateman held second the duration of the moto. Rodriguez fought bad starts and continuous stalling to charge to third at the finish.

Randy Danylo defied injury to win the 125cc Intermediate division one class. Danylo raced with 35 fresh stitches in his neck, two badly bruised ribs, a split chin, sprained right wrist and ankle, all the result of a crash at a race the previous day.

Brian Deegan set the early pace in moto one as Danylo moved to second in front of Ryan Johnson, Ray Noriega and Joe Tuttobene. Deegan danced off and left Danylo to deal with a raging battle behind. Danylo managed to block his way to the finish, holding on to second behind Deegan.

"Everybody was clipping my heels, there were so many different battles behind me, every lap someone new was on me," Danylo said.

Danylo led the second moto with Deegan inches behind until Deegan crashed in a tricky set of double jumps. A nail-biting last lap saw Jake Trist turn up the throttle, squirt by second-place Johnson then pound by Danylo in the rockers.

"I know I was slow in the rockers, my wrist was weak and I tried to pass him back at the flag but he won by a tire length," Danylo said about the near-photo finish. Danylo's pair of second place finishes netted him the overall win since Trist finished 14th in moto one.

CN

Results

50 STK: 1. Johnathon Shimp (Yam); 2. Ross Garcia (Yam); 3. Danny Wilson; 4. Eric Wood (Yam); 5. Dylan Wilson.

50 MOD: 1. Johnathon Shimp (Yam); 2. Danny Wilson (Yam); 3. Scott Nelson (Yam); 4. Eric Wood (Yam); 5. Rodd Garcia (Yam).

65 7-11: 1. Justin Scullen (Kaw); 2. Monte Montague (Kaw); 3. Ceaser Galvez (Kaw); 4. Jorge Posca (Kaw); 5. Johnathon Schmidt (Kaw).

85 7-11: 1. Steve Wisdom (Kaw); 2. Craig Truglio; 3. Tim Tilton (Suz); 4. Reginald Mitchell Jr. (Suz); 5. Dylan Guthrie (Suz).

85 12-13 D-1: 1. Chris Wheeler (Kaw); 2. Paul Ito (Suz); 3. Jason Shirley (Kaw); 4. Jason Howard (Kaw); 5. Dean Vanriper (Kaw).

85 12-13 D-2: 1. Dustin Nelson (Suz); 2. Jason Matthews (Suz); 3. Jason Partridge (Kaw); 4. Shaun Perolio (Suz); 5. Brian Rodriguez (Suz).

85 14-15: 1. Steve Andrich; 2. David Pingree (Suz); 3. Casey Johnson (Kaw); 4. Scott Johnson (Suz); 5. Larry Linkogle (Suz).

XR 80: 1. Ray Spike Groom (KXR); 2. Scott Murphy (Hon); 3. Eric Torkko (Hon); 4. Mike Hanely (Hon); 5. John Killian (Hon).

125 12-15: 1. Eric Wright (Suz); 2. Bob Sage (Kaw); 3. Erik Andersson (Hon); 4. Mike Battista (Suz); 5. Jason Carroll (Hon).

125 NOV D-1: 1. J.J. Petchel (Hon); 2. Grant Gasper (Suz); 3. E.J. Wright (Suz); 4. Tracy Asher (Suz); 5. David Chase (Kaw).

125 NOV D-2: 1. Steve Stewart (Suz); 2. Nick Morgan (Suz); 3. Jerry Jetton (Suz); 4. Marcus Bunett (Hon); 5. John Blair (Hon).

125 NOV D-3: 1. Kevin Pitts (Hon); 2. Jared Jacobsmeier (Yam); 3. Ricky Fernandez (Suz); 4. Josh Stevens (Hon); 5. Brian McDougall (Hon).

125 NOV D-4: 1. Ty Kady (Kaw); 2. Richard Stephes (Hon); 3. Shay Fretwell (Suz); 4. Oscar Ancheta (Kaw); 5. Tim Forbes (Yam).

125 NOV D-5: 1. Shane Scarpiello (Suz); 2. Greg Grijhaser (Kaw); 3. Robert Sherron (Suz); 4. Kevin Jones (Suz); 5. Steve Moore (Suz).

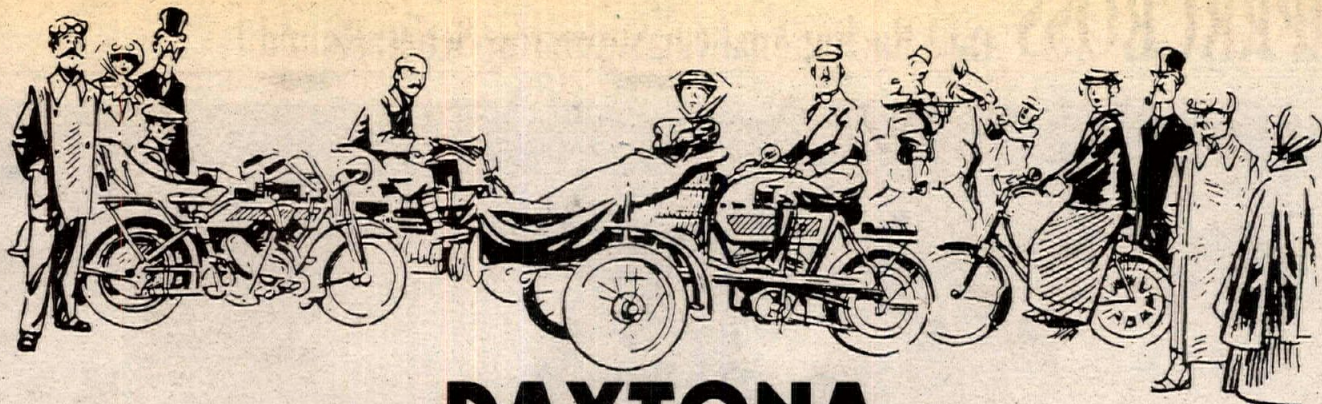
125 NOV D-6: 1. Shawn McIntosh (Kaw); 2. Chris Finely (Suz); 3. Ryan Spaeth (Kaw); 4. Richardo Silva (Kaw); 5. Jason Medina (Suz).

125 NOV D-7: 1. Jamie Haskins (Hon); 2. Tom Bonacci (Suz); 3. Danny Dobe (Suz); 4. Kevin Hanrahen (Hon); 5. David Nickols (Kaw).

125 INT D-1: 1. Randy Danylo (Yam); 2. Ryan Johnson (Hon); 3. Jimmy Weitzel (Yam); 4. Travis Fleming (Hon); 5. Jake Trist (Kaw).



An 80cc competitor has an anxious moment off an Anaheim double jump.



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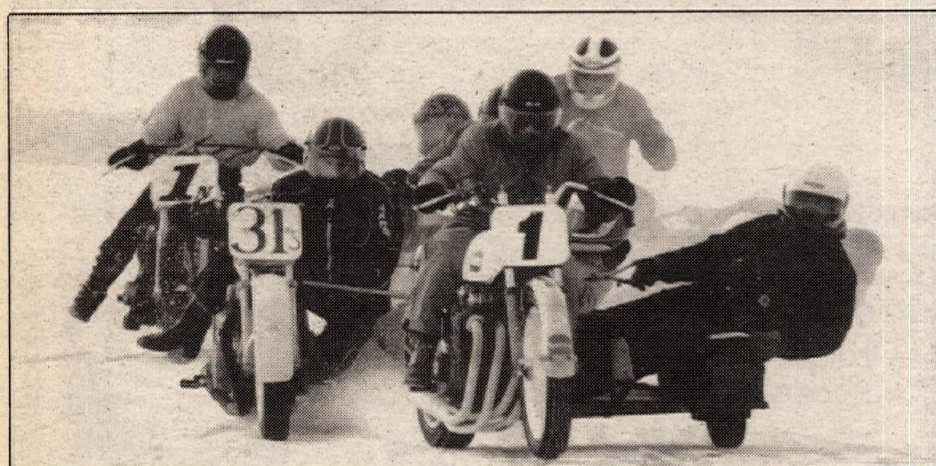


Craig Pickett (1) fights off Tim Lowe (50) and Doug O'Boyle in the 500cc A Studded class; O'Boyle scored the win.



Pickett (91X) held off Dan Crawford (52C) and O'Boyle to capture the overall win in the Open Studded class. O'Boyle finished a close second.

Don Rutledge and Don Burgess (1) edged out Dave Scofield and Tom Tucker (31S) to take the overall win in the Open Sidecar class.



Title fights on the rocks

By Grace DiBenedetto and Norm West
Photos by Photo Sport/Nick Devinck

ALBRIGHT SHORES, MI, JAN. 26-27

The weather was perfect (freezing cold) for the Amateur National Ice Races. Three AMA District 14 clubs — the Polka Dots, Valley Trail Riders and Tri City Comp — joined forces to provide the man/women power and expertise it takes to hold a very professional and smoothly run

two-day event as large as the Nationals. Although the weather was cold the spectators, who were standing three-deep along the fence soon warmed up as the races heated up.

Bryan Bigelow took the lead in the 85cc (7-11) class and never looked back. Brice Edmonds claimed the second

place trophy after a hard fought race between Jeff Randolph, Brandon Rose, and Joshua Woods. Rose and Woods had a very busy day of racing. As soon as their class was over they raced off to Flint, two hours away, to compete in the Flint M.C.-hosted indoor charity event.

Michiganite Leo Wiseman from Byron Center, Michigan, took the checkered flag in the 85cc (12-15) class with Scott Sargent second and Paul Lynch of North Dakota third.

Enduro and ISDE rider Jeff Fredette of Illinois won his 200cc class heat and final in fine style. It looked like a two-man race between Fredette and Brad Lowe (last year's National winner) until Lowe took a fall in turn one that cost him the race. New York State's Robert Weiss took a distant second with Todd Piechowski of Michigan in third.

Michigan riders grabbed the top three positions in the 250cc Rubber Solo class. Michael Williams won with Douglas Thering second and Robert Cadistrant third.

The 360cc Rubber Sidecar winner's circle was an all-Michigan affair. The final was a hard fought race that took everyone flat-out to the checkered flag. Bryon Boman and William Maynard took first with John Granzow and Kurt Scheur in second. Third place went to Mark Sparling and Douglas Loxton.

Sparling and Loxton then gassed it hard to take the 500cc Rubber Sidecar class win. Tim Hannar and Matt Phillips took second with Norman Forestner and Bret Peterson taking third.

In the Open Rubber Solo class the legendary Leo Anthony took the win. Leo takes the corners in the Rubber class like most of us ride on wet concrete. Fellow Michigan racer George Ranney tried to give Anthony competition as did Ted Arnett of Colorado, but neither could match Anthony's style.

James Murray topped the 250cc B class with Tim Flynn second and Todd Piechowski third.

Harley-Davidson fans went crazy as Stanley Cope and Joe Gonzales of Michigan scored the Open Rubber Sidecar class win. The team of Tim Roelens/Mike Nitschke took second with Larry Roelens/Norman Forstner, like the runner-ups, riding a Triumph-powered rig, third.

Eric O'Boyle took the lead away

from Roland Curler early in the first 500cc A Studded Solo class heat race. Curler returned the favor by taking the lead back just in time to win. Rob Stanick and Lyle Barber earned a place in the final with their third and fourth place finishes. Tim Lowe successfully held off a two-man attack by Doug O'Boyle and Craig Pickett for his heat number two victory. O'Boyle passed Pickett on the backstretch on the white flag lap to take second. Don Waldbuesser won the semi with Mike Babka and Mark Carlson fighting off the rest of the field for the last two places in the final.

O'Boyle wasn't looking for a repeat of his heat race performance and got around Lowe and Pickett by the end of lap one to take over the lead, which he kept all the way to the checkered flag.

Most of the action was going on behind O'Boyle as Tom Brettrager had systematically worked his way up through the pack and by lap four had taken over Lowe's third place position. On the sixth lap, Brettrager launched a wheel-to-wheel challenge with Pickett, taking over second by the white flag lap. With less than one lap to go there was not enough time to go after O'Boyle's lead, but that didn't stop Brettrager from trying, earning him a great deal of cheering from the large crowd of spectators.

The 400cc Studded Solo class brought out a great assortment of bikes — there were plenty of older Yamahas and Bultacos, but Suzuki, Honda, KTM, Husqvarna, Kawasaki, ATK and even Maico were represented. Paul Wackerle took the first heat on his KTM and Larry Piekos took the checkered flag easily in the second. Richard Pearson, who had run into some difficulty in the first heat, used this last chance to make it into the final to his advantage by winning the semi. Richard Ingersoll followed him across the line in second making sure Suzuki would be represented in the final. Wackerle's victory in the final didn't come easy as he had to fight off Don Curler every inch of the way.

In the 250cc A Studded Solo class, Curtis Stapert led all the way to the checkered flag in the first heat race with Erin Early, Tom Brettrager and Tom Weiss trying hard to catch him. After trading places back and forth and getting bumped around a few times, Weiss took the advantage and held it for a second place finish. Jeff Fredette easily won the second heat. Bradley O'Boyle (the O'Boyle family was well represented at the Nationals with six family members entered) tried to catch Fredette, but in failing to do so picked up a second place finish. Tony Giorno took the flag first in the semi with Robert Weiss close on his heels.

The two heat race winners opened up large gaps between themselves and the rest of the field in the final, leaving Early, Weiss, Brettrager and Jeff Chapko to battle it out for third. The four riders diced it up until the end with Early emerging in third behind winner Fredette and runner-up Stapert.

The 360cc Studded Sidecar class heat race and main event turned into a battle of the Hondas. The team of Robert Willis and G. Stienhoff took the advantage over Mike Hoffman and Randall Rapp in the heat, but Hoffman and Rapp pulled out all the stops in the final and won the number one plate.

Keith Root and James Murray looked as if they were out for a Sunday drive (it was Sunday) as they came across the finish line all by themselves in the first 650cc Studded Sidecar class heat. Scott Gatto and Jay Wildfever

then won the second heat with almost as much ease. When it came down to the final no one could touch the number one team of Root and Murray and they retained their title for another year.

The Open Studded Sidecar class was the only sidecar class on Sunday large enough to require a semi. Dave Scofield and Tom Tucker scored in the first heat, and Don Rutledge and Don Burgess picked up the second heat win, finding Kim Lyons and Carl Cornell to be their only challengers. Keith Root and James Murray took the semi by at least a quarter of the track but couldn't repeat the performance in the final, especially after getting up close and personal with a snow bank. The two heat winners were well matched for the final, but Rutledge and Burgess held the advantage at the checkered flag. Scofield and Tucker lost their advantage once to Paul Wingar and Daniel Welch but regained it in time to pick up second. Wingar and Welch, however, lost the third place trophy to a last second stretch run by Lyons and Cornell.

Dan Diener and Glen O'Boyle diced it up with their Hondas in the first Senior 40 & Over class heat race. Diener took the early lead while O'Boyle was maneuvering through heavy traffic. First he got by Merlyn Wertz, then he took the long way around Jim Bauerlee. O'Boyle turned up the heat, passing Diener on lap four and increasing his lead to the finish line.

Dan Crawford maintained a comfortable lead on the rest of the field in the second heat while Larry Piekos and Keith O'Boyle went at it wheel-to-wheel for second place. Piekos took second behind winner Crawford at the line. John Zwerican pulled the hole-shot at the start of the semi and was never headed. After running a hard race, Steve Wilson lost a starting slot in the final when his bike gave up on him just before the finish line. Wilson's misfortune gave Norman Gruber a shot at the title.

Crawford repeated his easy heat race victory in the final, leaving Diener and O'Boyle to stage a rematch of their heat race duel. Just after the white flag came out, Diener took over second and O'Boyle found himself fighting off the advances of Piekos who wanted third. O'Boyle lost his advantage to Piekos just as they came under the wire.

The first Open Studded Solo class heat race was red-flagged due to an uneven start. On the restart it was James Hile pulling the holeshot and settling into a lead that gave him some breathing room for the first three laps. About that time Dan Cross began taking it to the outside, passing Martin Murphy and going to work seriously on the gap Hile had opened up. Cross was soon breathing down Hile's neck and on the white flag lap passed him on the backstretch and held him off to take the win.

The second heat was also red-flagged when four riders went down just past turn two. There were no reported injuries. The restart was delayed, giving riders a few extra minutes to try and straighten their bikes out as best they could, and only Tim Farrell couldn't repair his bike in time to make it back on the line.

On the restart, Doug O'Boyle took control of the race from the instant the light changed green. Lowe, Williams and Crawford battled for five laps coming down to the wire three abreast, with Williams only half a bike length off the other two.

Craig Pickett launched off the line and never looked back in the third heat. John Grega, his closest challenger, couldn't squeeze any more power out

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Ron Naylor (P44) rode a flawless race from start to finish to claim the overall and Open Pro class wins at the Gold Strike Hare & Hound in Jean, Nevada.

of his bike and could only get within 10 lengths of the leader.

With only the winner being transferred to the final, Dave Knapp and Tim Farrell diced it up until the flag, where the nod went to Knapp.

The ice flew as the field charged off the line in the final. When the ice mist cleared, Craig Pickett was on top and riding hard. As the field spread out, only Doug O'Boyle could stay within striking distance but Pickett took the National win, doing so on a bike loaned to him by Jack Mayer.

The 500cc B Studded Solo class was the largest class of the day, requiring three heats and three semis. John Langfelder took the first heat with Scott Stodard second and Donald Dawe, Jr. third.

Tom Dorset opened up a slight advantage on Ryan Weatherby and went on to win the second heat with Mike Sokalski picking up third. Matt Schoonover flew to the win with Gerald Levasseuk hot on his tail in the third heat.

Semi one was won by Dave Briody after Doug Doyle's bike quit on the third lap. Cory Clare also experienced mechanical difficulty in the second semi, leaving Robert Skidmore to take over the lead and earn a place in line. Tom Palmer picked up the last available spot in line, winning the third semi.

The final turned into a battle of wills between Schoonover and Dorset. On lap two, Schoonover took the lead away from Dorset and held him off for three laps. Then Dorset grabbed the lead back, holding the throttle wide open until he was sure the race was over and he had the win.

The day's events were wrapped up with a trophy presentation in a welcoming warm club house. The first through 10th place riders in each class received large trophies. An announcement was made during the ceremonies that the Nationals would again be held at Albright Shores, Michigan, in 1992. This brought a cheer from the riders who were all in agreement that it just keeps getting better every year. **CN**

Results

SATURDAY

85 (7-11): Bryan Bigelow (Kaw); 2. Brice Edmonds (Kaw); 3. Keffery Randolph (Kaw); 4. Brandon Rose (Yam); 5. Joshua Woods (Kaw).

85 (12-15): 1. Leo Wiseman (Suz); 2. Scott Sargent (Kaw); 3. Paul Lynch (Hon); 4. Daniel Kaiser (Suz); 5. Jason Sentell (Kaw).

200 OPEN: 1. Jeff Fredette (Kaw); 2. Robert Weiss (Hon); 3. Todd Piechowski (Kaw); 4. Mark Bradley (Kaw); 5. Richard Mooman (Kaw).

360 RUBBER SDCAR: 1. Bryon Boman/William Maynard (Hon); 2. John Granzow/Kurt Scheur (Hon); 3. Mark Sparling/Doug Loxton (Hon); 4. Kim Short/Charles Dane (Hon); 5. Ron Betzold/Barth Betzold (Hon).

500 RUBBER SDCAR: 1. Mark Sparling/Doug Loxton (Yam); 2. Tim Hanner/Matt Phillips (Yam); 3. Norman Forstner/Brett Peterson (Yam); 4. Wallace Armstrong/Wallace Armstrong II (Hon); 5. Barth Betzold/Ron Betzold (Yam).

OPEN RUBBER SOLO: 1. Leo Anthony (Hon); 2. George Ranny (Yam); 3. Ted Arnett (Yam); 4. Robert Capistrant (Duc); 5. Ronald Dodd (Yam).

250 B STUD SOLO: 1. James Murray (Hon); 2. Tim Flynn (Kaw); 3. Todd Piechowski (Hon); 4. Alan Leinonen (Suz); 5. Mark Gigowski (Yam).

OPEN RUBBER SDCAR: 1. Stanley Cope/Joe Gonzales (H-D); 2. Tim Roelens/Mike Nitschke (Tri); 3. Larry Roelens/Norman Forstner (Tri); 4. Mike Randolph/Mark Klug (Hon); 5. Leo Anthony/Dennis Mosher (H-D).

SUNDAY

SR 40 & OVER: 1. Dan Crawford (Rtx); 2. Daniel Diener (Hon); 3. Larry Piekos (Yam); 4. Glen O'Boyle (Hon); 5. Keith O'Boyle (Hon).

OPEN STUD SDCAR: 1. Don Rutledge/Don Burgess (Kaw); 2. David Scofield/Tom Tucker (Yam); 3. Kim Lyons/Carl Cornell (Kaw); 4. Paul Winegar/Daniel Welch (Kaw); 5. Keith Root/James Murray (Hon).

250 A SOLO STUD: 1. Jeff Fredette (Kaw); 2. Curtis Stapert (Kaw); 3. Erin Early (Hon); 4. Jeff Chapko (Hon); 5. Tom Brettrager (Hon).

400 STUD SOLO: 1. Paul Wackerle (KTM); 2. Donald Curler Jr. (KTM); 3. Larry Piekos (Yam); 4. Richard Person (Yam); 5. Mark Pomranky (KTM).

650 STUD SDCAR: 1. Keith Root/James Murray (Yam); 2. Gregg LaPonsey/David Krzyzaniak (KTM); 3. Scott Gatto/Jay Wild Fever (Hon); 4. Steve Kurchak/Mike Haranda (Hon); 5. Mark Fitzgerald/Brian Roper (Hon).

360 STUD SDCAR: 1. Mike Hoffman/Randall Rapp (Hon); 2. Robert Willis/G. Steinhoff (Hon); 3. Steve Kurchak/Mike Haranda (Hon); 4. Steve Wilson/Jeff Kocher (Yam); 5. Steve Carpenter/James Nettleton (Kaw).

500 B STUD SOLO: 1. Tom Dorset (Kaw); 2. Matt Schoonover (H-D); 3. Gerald Levasseur (Kaw); 4. Donald Dawe Jr. (Hon); 5. John Langfelder (Kaw).

500 A STUD SOLO: 1. Doug O'Boyle (Hon); 2. Tom Brettrager (Hon); 3. Craig Pickett (H-D); 4. Tim Lowe (H-D); 5. Roland Curler (KTM).

OPEN STUD SOLO: 1. Craig Pickett (H-D); 2. Doug O'Boyle (Hon); 3. John Lowe (H-D); 4. Dan Crawford (Rtx); 5. David Knapp (H-D).

Best in the Desert Grand Slam Series

Naylor claims Gold Strike H&H win

By Anne and Tom Van Beveren
Photo by Tom Van Beveren

JEAN, NV, JAN. 26

ATK's Ron Naylor blasted off the front row of the starting grid at 9:00 a.m. and dominated the 118-mile Gold Strike Casino Hare & Hound all the way to the finish, sliding

home more than seven minutes ahead of his nearest rival to take the checkered flag and the \$292 purse for the Open Pro win.

"I never let up the whole way," said Naylor. "In a race like this with a timed start, you never know if somebody's coming up behind you, so you can't afford to let up for a minute."

A field of 215 racers turned out for the Gold Strike event, which is the first round in the five-race Grand Slam Series run by Casey Folks' Best in the Desert organization. The course was laid out in three loops with the start/finish line in the parking lot of the Gold Strike Hotel and Gambling Hall.

"We were very fortunate to have a race in this area because it's so environmentally sensitive," said Folks. "We had to move the course out of here last year, but we got it back this time through a long process with the BLM."

"It's a faster race than Laughlin (the final event in the 1990 Grand Slam Series). There are a lot of sandwashes, some twisty dirt roads you can do 40 mph on — the speeds are definitely faster," said Folks. "The whole idea is to get people to the finish line and not get people hurt, but I'm sure every one of the top pros would say they got their money's worth."

Naylor shared the front row start with Utah hotshot Brandon Gerber, who got the holeshot when the starting light flashed and forced the ATK pilot to eat dust for the first few miles.

"I rode pretty conservatively off the start," said Naylor. "I hurt my hand testing suspension last week — shoved a stick about one and a half inches inside my hand between two of my fingers, and that swelled up during the race and got really sore."

Naylor took over the physical lead by the end of the opening loop but had to work hard going into loop two to hold off a challenge from KTM 250 pilot Danny Hamel, who came up fast off the second row start 30 seconds behind the leader.

"I was physically second at the first gas but I was leading it on time," said Hamel. "I was moving up after the pit but then the bike stopped shifting. I was about 50 miles into it and in the end it wouldn't shift at all. I just had to quit and putt back in."

Hamel's misfortune gave Naylor some breathing room and put fifth-row starter Jimmy Lewis into the number two spot.

"There was a lot of silt in the first section and it was really dusty," the KTM250 pilot told *Cycle News*. "That held me up for a while but once we got up into the hills it was still kind of moist and I passed a few people there."

Back in third, Greg Seale needed a few more gears. "I was expecting it to be a typical Casey Folks race — really tight and technical, but it wasn't," said KTM 250 pilot Seale. "It was really, really fast and I was a little undergeared. I was getting smoked on the top end."

Out in front, Naylor was running wide open to hold off the competition. "It was really fast — lots of roads and lots of dry lakes, and he (Naylor) was on the gas," said Lewis. "When I got up close to him I could see where his lines were and he was going so fast he was sliding off all over the place."

"It was a lot faster than what I'm used to because I don't race too much desert stuff, but the markings were great and that helped me keep the speed up," said Naylor. "I've never seen a course marked as well as that."

Naylor stretched his lead all the way around the second loop and pushed

even further ahead in the wide-open terrain near the end of loop three. The ATK 604 of Naylor's flashed in to the finish almost 10 minutes ahead of Lewis, to take the overall win by a time-adjusted seven and a half minutes.

"If we'd all started at the same time I just would've tried to win. I wouldn't have worried about building up a big margin, but with a time-adjusted race like this, you can't tell how things are going," said the ATK/Dunlop/Yoko/Interlink/Optimal/Alpine-Star/Bieffe/Smith/Sport Trax-backed Naylor. "It makes you nervous knowing somebody might be coming up behind you. They can pass you on time and you'd never know it."

Lewis reported a smooth ride on his way to second overall and the win in the 250cc Pro class. "I got held up by the dust in the first part of the course but everything went really well after that," said KTM's Lewis.

Greg Searle completed a trouble-free ride to finish third overall and second 250cc Pro, with Open Pro KTM rider Daryl Folks and ATK-mounted John Rudder rounding out the top five. **CN**

Results

O/A: 1. Ron Naylor (ATK) 2:52:43; 2. Jimmy Lewis (KTM) 3:00:28; 3. Greg Searle (KTM) 3:03:46; 4. Daryl Folks (KTM) 3:05:06; 5. John Rudder (ATK) 3:05:50; 6. Brandon Gerber (KTM) 3:06:14; 7. Mark Morris (Kaw) 3:08:17; 8. Randy Gillmore (Suz) 3:09:21; 9. Darren Sanford (Suz) 3:09:33; 10. Darin Cartwright (Yam) 3:10:12; 11. Lee Pearson (KTM) 3:10:43; 12. Brent Fox (Yam) 3:14:18; 13. Glenn Taylor (KTM) 3:14:40; 14. Brent Bush (KTM) 3:15:02; 15. Destr Abbott (KTM) 3:15:04; 16. Bill Maxim (Kaw) 3:15:51; 17. Kevin Steele (Hon) 3:18:05; 18. Scott Glimp (KTM) 3:19:16; 19. Charlie Kline (Suz) 3:21:52; 20. Mark Mason Sr. (KTM) 3:23:05.

GFI Winter MX Series North: Final round

Ryan, Nelson nail wins at Prairie City

By Bill Spencer

RANCHO CORDOVA, CA, JAN. 27

Rick Ryan was well on his way to a double win in the 125 and 250cc Pro classes at Prairie City OHV Park when he got hit with a rock that sidelined his second 125cc Pro moto effort. Jon Nelson gladly took command and claimed the 125cc Pro overall win.

"Everything was going fine until I got hit and I couldn't believe the amount of blood, so I stopped," said Ryan, who had won the first moto.

Things went better for Ryan in the 250cc Pro class, though. Nelson won the opening moto but finished sixth in moto two when he and Kelly Andris both fell. Ryan stepped in and scooped up the overall win with his 2-1 moto finishes. Andris had led in the first moto over Nelson, but he soon bailed off and gave first place to Nelson, which he held to the finish.

"I got around everyone and was doing pretty good when I got off," said Andris. "I got up and worked my way back up front, then hit a hay bale and that was my undoing."

There was another large turnout for Vet Pro class, and Jimmy Ellis went home the winner with 2-1 moto finishes after a great contest with Dave Coupe. Randy Chapman and Dave Wood finished third and fourth, respectively, in both motos. Kenny Zahrt finished fifth in the first moto, but like series point leader Clayton Blood he DNF moto two which allowed Irv Achziger to take fifth overall with 6-6 finishes.

Danny Nelson scored a pair of moto wins in the 250cc Intermediate class over Tyler Hummel, then they repeated their finishes once again in the 125cc division.

England's Brian Wheeler won the

opening 500cc Pro moto, but Carlo Hulsén turned the tables on him in moto two to claim the overall win. Ellis scored a pair of thirds.

Keith Ahard and Karvyn Cole had similar scores in the 250cc Beginner class with 1-3 finishes, but it was Ahard who grabbed the top prize with his second-moto win. John Newell garnered third overall with 4-3 finishes.

Shawn Glidden topped the 125cc Novice class with a wild 4-3 moto score. Matt Vulk won the opening moto and Greg Norman won moto two, but both finished 12th in their other races. That allowed Donovan Placencia to grab second overall with his 2-5 finishes, while Jake Windham's 7-2 moto finishes were good for third overall.

The Old Timer Expert class saw Jim Lamkin ace both motos in front of Terry Sage and Steve Machado. **CN**

Results

501: Randy Norman (Yam); 2. Robbie Harold (Yam); 3. Justin Guzman (Yam); 4. Christopher Lored (Yam); 5. Seth Jordan (Yam).

60 BEG: 1. Michael Patterson (Kaw); 2. Jason Bowden (Hon); 3. J.J. Cummings (Kaw); 4. Dennis Stapleton (Kaw); 5. Toby Jorgensen (Kaw).

60 NOV: 1. Jeff Northrup (Kaw); 2. Jess Medley (Kaw).

80 BEG: 1. Chad Burleson (Hon); 2. Marc Henderson (Suz); 3. James Piedalue (Suz); 4. Chad Saltoo (Suz); 5. Chad Hodges (Kaw).

80 NOV: 1. Jason Hatcher (Hon); 2. Jeff Baldwin (Kaw); 3. Saul Smoak (Suz); 4. Kenny Davis (Suz); 5. Brant Steiger (Hon).

80 INT: 1. Seth Young (Hon); 2. Brett Klinger (Kaw).

125 BEG: 1. Blaine Sollazzi (Kaw); 2. Darin Polsley (Suz); 3. John Newell (Yam); 4. Erik Edmark (Kaw); 5. Larry Pacini (Hon).

125 NOV: 1. Shawn Glidden (Suz); 2. Donovan Placencia (Yam); 3. Jake Windham (Kaw); 4. Chris Kawasaki (Kaw); 5. Mike Genzoli (Suz).

125 INT: 1. Danny Nelson (Kaw); 2. Tyler Hummel (Suz); 3. Jimmy Mechem (Kaw); 4. Michael Stanton (Kaw); 5. Joshua Boykin (Hon).

125 PRO: 1. Jon Nelson (Suz); 2. Brett DeVries (Suz); 3. Joe Bruce (Yam); 4. Tim McClintock (Suz); 5. Grayson Hart (Hon).

250 BEG: 1. Keith Ahard (Kaw); 2. Kervyn Cole (Kaw); 3. John Newell (Yam); 4. David Flashberger (Hon); 5. Derek Watkins (Hon).

250 NOV: 1. Kevin Boulter (Yam); 2. Dustin Bloomfield (Hon); 3. Dennis Kritzer (Kaw); 4. John Detwiller (Hon); 5. Greg Norman (Hon).

250 INT: 1. Danny Nelson (Kaw); 2. Tyler Hummel (Suz); 3. Brett Hamilton (Hon); 4. Shad Echelberger (Yam); 5. Lance Burgess (Suz).

250 PRO: 1. Rick Ryan (Suz); 2. Allan Dyck (Yam); 3. Kelly Andris (Suz); 4. Jon Nelson (Hon); 5. Dave Coupe (Hon).

OPEN BEG: 1. Rich Townsend (Hon); 2. Bill Stone (Yam); 3. Aaron Mattson (Yam); 4. John Nieworhaer (Hon); 5. Steve Storie (Yam).

OPEN NOV: 1. Mike Heth (Kaw); 2. Blayne Hollenbeck (Hon); 3. Rick Hollenbeck (Hon); 4. Craig Bunyard (Kaw); 5. Howard Mintz (Hon).

OPEN INT: 1. Brett Hamilton (Hon); 2. Tim Alarcon (Yam); 3. William Artau (Hon).

OPEN PRO: 1. Carlo Hulsén (Hon); 2. Brian Wheeler (KTM); 3. Jim Ellis (Hon).

25-29 BEG: 1. Tom Johnson (Hon); 2. Ben Gledhill (Yam); 3. John Exline (Hon).

25-29 NOV: 1. Steve Matlock (Yam); 2. Brian Ferro (Suz); 3. Danny Allen (Suz); 4. Paul Armada (Hon); 5. Jorge Rojas (Kaw).

25-29 INT: 1. Tim Phillis (Kaw); 2. Dieter Klausung (Yam); 3. Dave Montgomery (Yam); 4. Scott McCoy (Kaw); 5. Bill Fernandez (Kaw).

VET NOV: 1. Dave Creech (Su); 2. Troy DeHerrera (Yam); 3. Steve Wenger (Kaw); 4. Steve Gary (Hon); 5. Matt Kidwell (Suz).

VET INT: 1. Lance Burgess (Suz); 2. Raymond Spore (Kaw); 3. Craig Lane (Hon); 4. Randy Blair (Yam); 5. Doug Noell (Hon).

VET PRO: 1. Jim Ellis (Hon); 2. Dave Coupe (Hon); 3. Randy Chapman (Suz); 4. Dave Wood (Kaw); 5. Irv Achziger (Hon).

OT NOV: 1. Al Garrahan (Hon); 2. Pat Graham (Hon); 3. Don Flamer (Kaw); 4. Randy Bricklaw (Yam); 5. Debbie Watt (Hon).

OT INT: 1. Bob Rivenbark (Hon); 2. Don Brumfeld (Hon); 3. Leroy Smith (Hon).

OT EX: 1. Jim Lamkin (Hon); 2. Terry Sage (Hon); 3. Steve Machado (Hon); 4. Larry Hartnett (Suz); 5. Russ Powell (KTM).

Abbott scores at Vulture Mine GP

By Michael Ross

WICKENBURG, AZ, JAN. 12-13

KTM-mounted Destry Abbott scored his first-ever overall win at the ADRA season opener aboard his Dirt and Street Unlimited, B&R Development and KTM of America-sponsored machine.

Following Abbott across the finish line one and a half minutes later was Ken Kozlik. Abbott and Kozlik averaged 29.54 and 29.12 mph respectively, during eight laps on the very tight and technical Vulture Mine Grand Prix course.

Third place overall and first in the 28+ class was another KTM ridden by Dirt and Street Unlimited-sponsored Tim Leeche. Leeche averaged 27.75 mph.

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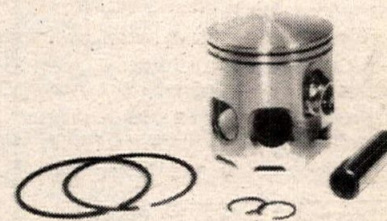
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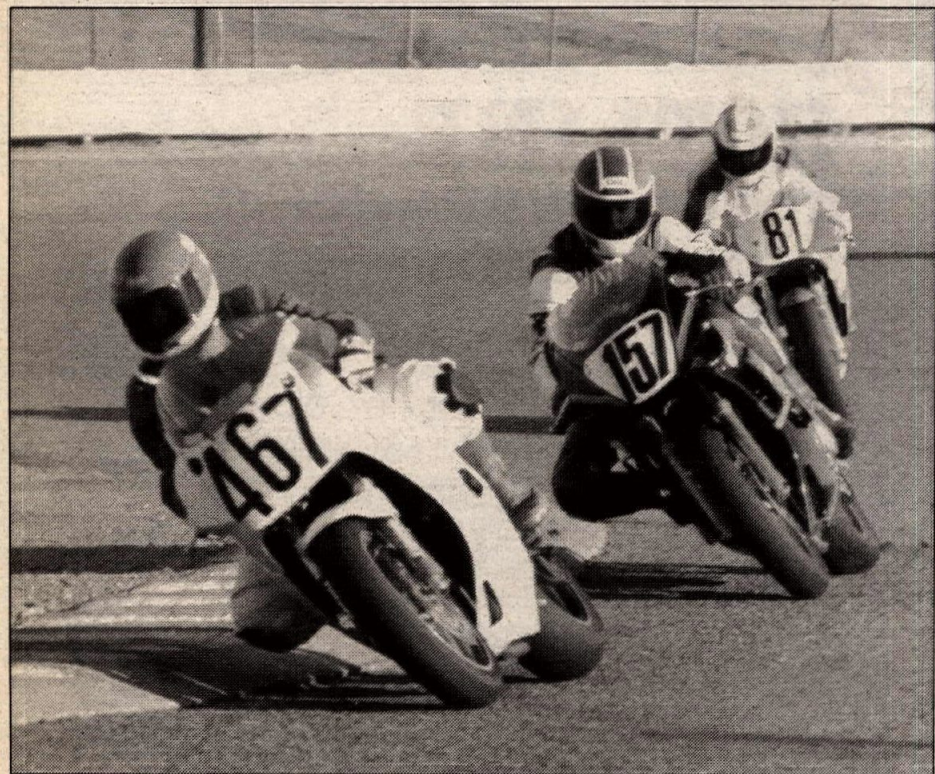
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LOCAL EVENTS



Tim Daily (8) fought off Gary Groth (131), Hans Vanderwall (60) and Tom Mellor (48) in the combined Old Timer and Vet class in Carlsbad, California.

Marc Shaffer (467) leads Stu Morrison (157) and Ty Piz (81) at Firebird Raceway.



Taking a hard fought win in the Ladies class was Liz Bevins, averaging 21.13 mph while fighting off the challenges of Tamara Nieto who finished one minute behind Bevins after 56 miles of racing.

Matt Murphy of Desert Center, California, dominated the Mini class with a sizzling 28.47 mph for 12 laps. Murphy later entered the Iron Mini class and made four laps on that course before retiring.

Results

OPEN EX: 1. Destry Abbott (KTM); 2. Ken Kozlik (Hon); 3. Richie Church (Hon); 4. Garth Sweetland (Kaw); 5. John Haggard (Hon).

OPEN AM: 1. Tim Dolan (Hon).

200 AM: 1. Jason Belisle (Kaw); 2. Jim Dobosz (Kaw); 28+ EX: 1. Tim Leehe (KTM); 2. William Chambers (Kaw); 3. Pat Prosser (KTM); 4. Mike Kozlik (Hon); 5. Bob Henderson (Hon).

38+ EX: 1. Rob Beggs (KTM); 2. Allen Poore (Hon); 3. Wayne Deckleaver (Hon); 4. Elton Ongley (KTM); 5. John Holton (Hus).

30+ AM: 1. Mark Buckholz (Yam); 2. Marty Mihay (Kaw); 3. Hank Laporte (Hon); 4. Ken Asch (Yam); 5. Stephen Gonzales (Yam).

30+ NOV: 1. Tim Curtis (KTM); 2. Rich Harmon (Hon); 3. Neil Goodell (Hon); 4. Marty Grossman; 5. Mike Furr (ATK).

40+ NOV: 1. Rex Goodell (Hon); 2. Olen Webb (KTM); 3. Ron Zeltiti (ATK); 4. Gary Mocher (Hon).

45+ OTHG: 1. John Kozlik (Hon); 2. Jack Dillon (Yam); 3. Carl M. Douglas Jr. (Yam); 4. Don Bull (Hon).

50+ SR: 1. Joe Prosser (KTM); 2. Bob Bee (KTM); 3. Tony Hohl (Yam); 4. Delbert Garst (KTM); 5. Dal Langham (ATK).

OPEN NOV: 1. Glen Uter (Hon); 2. Brian Roberts (Hon); 3. Doug Bays (KTM).

250 NOV: 1. Jerry Morrison (Hon); 2. Jamie Auernheimer (Hus); 3. Jeff Sanders (Hon); 4. Curt Crenshaw (Hon).

200 NOV: 1. Jason Alegria (Hon); 2. Craig Deck (Kaw); 3. Richard.

DINO C: 1. Ron Smith (Hon); 2. Craig Bell (Mai); 3. Michael Bull (Hon); 4. Tim Hoban (Yam); 5. Jim Edwards (Yam).

DINO V: 1. Alan Kim (Hon); 2. Pat Allen; 3. Tracy Burris (Hus); 4. Al Forbes (Hon); 5. Bill Foster (Hus).

OPEN BEG: 1. Dean Wilson (Hus); 2. Jeff Scalf (Hon); 3. Jerry Thiel (Hon); 4. Jeffery Thiel (Hon); 5. Daniel Allen (Hon).

250 BEG: 1. Pat Bullock (Cag); 2. Pat Murphy (Kaw); 3. K.C. Older (Hon); 4. Don Haugen (Hon); 5. Terry Jonon (Hon).

200 BEG: 1. Rodney Hubbard (Hon); 2. Don Yancey Jr. (Yam); 3. Gerry Cites (Kaw); 4. Edward Cumming (Kaw).

LDS: 1. Liz Belvins (KTM); 2. Tamara Nieto (Kaw).

IR MINI: 1. Matt Murphy (Hon).

SPRIS FUNRACER: 1. Donovan Walker (Yam); 2. Michael Maxwell (Hon); 3. Steve Kramer (KTM).

MINI AM: 1. Matt Murphy (Hon).

MINI NOV: 1. Dobosz (Kaw); 2. Taylor Yancey (Yam); 3. Jason Richards (Hon); 4. Dennis Coffland (Hon).

MINI BEG: 1. Terry Webb (KTM); 2. Mike Perry (Hon); 3. Jimmy Donald (Yam); 4. Robbie Johnson (KTM); 5. Clinton Mack (Kaw).

250 BEG: 1. Pat Bullock (Cag); 2. Pat Murphy (Kaw); 3. K.C. Older (Hon); 4. Don Haugen (Hon); 5. Terry Jonon (Hon).

200 BEG: 1. Rodney Hubbard (Hon); 2. Don Yancey Jr. (Yam); 3. Gerry Cites (Kaw); 4. Edward Cumming (Kaw).

LDS: 1. Liz Belvins (KTM); 2. Tamara Nieto (Kaw).

IR MINI: 1. Matt Murphy (Hon).

SPRIS FUNRACER: 1. Donovan Walker (Yam); 2. Michael Maxwell (Hon); 3. Steve Kramer (KTM).

MINI AM: 1. Matt Murphy (Hon).

Walker, Fowler split Camp Coker Motocross wins

By Earl Walton

SOCIETY HILL, SC, JAN. 20

Kevin Walker proved "Top Gun" in the 250cc A class during round two of the AMA sanctioned Camp Coker Motorsports Park "One Track Series" in Society Hill, South Carolina. Walker carried the lead through each lap of the two 250cc A class motos.

Walker's only challenge came from Mike

Andrews and Lee Walston. Andrews took both moto seconds and Walston, having grabbed a fourth in the first moto behind Jim Neese and a second moto third, took third overall of the event.

Massachusetts based Jason Fowler brought home the 125cc A class win, taking his KX to straight moto wins. Fowlers dived with Lee Walston and Chad Lough. Fowler took the first moto after passing Lough on the third lap. Kevin Walker, who had a fourth place first lap, closed on Fowler and was still gaining at the checkered flag, but had to settle for second place.

Perhaps the most exciting moto of the day was the 125cc A final. Walston took the holeshot with Fowler in hot pursuit. Walker started 15th and quickly began to make his way toward the front. Lough overtook Fowler to claim the second place position on lap number two. By the end of the third lap the first four riders had spaced themselves out at an even two seconds apart. Chad Lough made his move on leader Lee Walston going up a four-tier jump, but the two riders came to a complete stop in a turn which immediately followed. This gave Jason Fowler and Mike Andrews a clear shot to finish first and second, respectively. Lough recovered to take third in the moto and Kevin Walker nabbed a hard fought fourth after making a charge from near the back of the field. Fowler won the overall top trophy and Lough took home second place with two third place moto finishes.

Results

250 A: 1. Kevin Walker (Yam); 2. Mike Andrews (Suz); 3. Lee Walston (Yam); 4. Eddie Addair (Yam); 5. Jason Fowler (Kaw).

50: 1. Stephen Martin (Yam); 2. Joshua Martin (Yam); 3. Brandon Culberson (Hon); 4. Justin Rossen (Yam); 5. Brandon Wall (Hon).

60: 1. Cam DuBuse (Kaw); 2. Eric Flowe (Kaw); 3. Jeremy Wall (Kaw).

30+: 1. Ricky Gardner (Hon); 2. Rick Catuccio (Hon); 3. Darrell Bell (Hon); 4. Randy Tomlinson (Kaw); 5. Brian Graham (Hon).

250 C: 1. Billy Ownbey (Kaw); 2. Jared DeCamps (Suz); 3. Billy Taylor (Kaw); 4. Keith Nevers (Kaw); 5. John Schafer (Suz).

85 12-15: 1. Gage Fortson; 2. Richie Horton (Kaw); 3. Robbie Horton (Kaw); 4. Shane Berryhill (Hon); 5. Brent Lough (Suz).

SCHBY: 1. Danny Rich (Hon); 2. Jason Baldwin (Yam); 3. Patrick Greer (Hon); 4. Greg Nelson (Suz); 5. John Sharpe (Hon).

125 A: 1. Jason Fowler (Kaw); 2. Chad Lough (Hon); 3. Kevin Walker (Yam); 4. Mike Andrews (Suz); 5. Jim Neese.

OPEN A: 1. Dale Gray (Kaw); 2. Ronald Dobbs (Hon); 3. Joe Norder (Kaw); 4. Richard Van Bortel (Hon); 5. Rick Catuccio (Hon).

250 B: 1. Stacey Barnett (Hon); 2. Curtis Urps (Kaw); 3. John Urps (Kaw); 4. Mike Trexler (Hon); 5. Mitchell Jones (Hon).

125 B: 1. Jason Morgart (Hon); 2. Troy Brewer (Yam); 3. Wes Cave; 4. Nathan Ramsey (Suz); 5. Stacy Barnett.

125 C: 1. Wesley Garmon (Hon); 2. Chad Norton (Suz); 3. Chad Kimbrell (Suz); 4. Kris Webb (Kaw); 5. Kemy Curran (Hon).

85 7-13: 1. Robbie Horton (Kaw); 2. Mitchell Hodges (Kaw); 3. Caven Woodruff (Kaw); 4. Brent Lough (Suz); 5. Jacob Donbrosky (Suz).

25+ A: 1. Ronald Dobbs (Hon); 2. Joe Norder (Kaw); 3. Rick Saunders (Hon); 4. Richard Van Bortel (Hon); 5. C. Thomas Hurd (Hon).

OPEN AM: 1. Ricky Gardner (Hon); 2. Darrell Bell (Hon); 3. Anthony Marshall (Hon); 4. Bill Eubanks (Hon); 5. Terry Bacon (Kaw).

25+ B: 1. Steve Addington; 2. Tim Mantooth (Suz); 3. Charles Todd (Yam); 4. Brian Graham (Hon); 5. Daniel Bell (Yam).

Duprey on top at Firebird Raceway Road Race

By Naomi Bourne
Photo by W.J. Field

CHANDLER, AZ, JAN. 12-13

Family Racing's David Duprey won the AMA/CCS Unlimited GP at Firebird International Raceway. Duprey rocketed off the starting line, and had a two-second edge by the end of lap one. He held his lead until the finish of the red-flagged race.

Nineteen bikes battled furiously for position behind Duprey. David Adang soon emerged in second, shadowed by Brad Stephens. Both racers scrambled for second place, and finally reached the edge of their limitations. Sticky potholes at the tower turn exit high-sided Adang as he slipped inside Stephens' line. Adang hit the concrete wall and Stephens leapt over the wall and pulled Adang to safety before the rest of the pack rounded the tower turn. Adang was examined by medics and released. Track officials reviewed the rules and determined that Brad Stephens took second place in the race, followed by Stu Morrison.

Johnny Rock Page ran his first expert race in style, winning the Heavyweight Supersport and Superbike races, and taking a second behind Stu Morrison in the Middleweight Supersport event.

Results

SOLO GTO EX: 1. Stu Morrison (Yam); 2. David Adang (Yam); 3. Peter Bernal (Suz); 4. Jim Jaquette (Suz); 5. Mark Hensley (Suz).

SOLO GTO AM: 1. Geoffrey Maloney (Suz); 2. Dan Ward (Suz).

SOLO GTU EX: 1. Brad Stephens (Yam); 2. Jim Cox (Yam); 3. Stu Morrison (Yam); 4. Joe Jackson Jr. (Yam); 5. Glenn Mire (Hon).

SOLO GTU AM: 1. Darren Mauldin (Hon).

M/W GP EX: 1. Ty Piz (Yam); 2. Johnny Rock Page (Yam); 3. Stu Morrison (Yam); 4. Daniel Lyon (Hon); 5. Rodney Sherman (Yam).

M/W GP AM: 1. Thomas Salas (Hon); 2. Steven Rushford

(Yam); 3. Loren McGrew (Hon); 4. Ron Johnson (Yam).

U/L S/SPRT EX: 1. David Adang (Yam); 2. Stu Morrison (Yam); 3. Mark Hensley (Suz); 4. Richard Gallant (Yam).

U.S. TW SPRT EX: 1. Nigel Gale (H-D); 2. Thomas Moore (H-D).

L/W S/BK EX: 1. John James (Yam); 2. Michael Hughes (Kaw); 3. Leonard Kirschner (Yam); 4. Denver McKinney (Yam); 5. Jeff Pepiot (Yam).

L/W S/BK AM: 1. Robert Torset (Hon).

M/W S/BK EX: 1. Jim Cox (Yam); 2. Johnny Rock Page (Yam); 3. Stu Morrison (Yam); 4. Danny Lyon (Hon); 5. Glenn Mire (Hon).

M/W S/BK AM: 1. Thomas Salas (Hon); 2. Steven Rushford (Yam); 3. Martin Eden (Yam); 4. David Bates (Yam); 5. Loren McGrew (Hon).

H/W S/BK EX: 1. Johnny Rock Page (Yam); 2. Danny Lyon (Hon); 3. Rodney Sherman (Yam); 4. Corky Phillyaw (Kaw); 5. Jim Paquette (Suz).

H/W S/BK AM: 1. Brian Foster (Kaw); 2. Mark Ledesma (Suz); 3. Joshua Pitt (Suz); 4. Dan Ward (Suz); 5. William Ruby (Yam).

SPTSMN EX: 1. Bill Syfan (Suz); 2. Mark McKenny (Hon); 3. Dale Whelan (Yam); 4. David Blue (Duc); 5. Steve Stone (BSA).

SPTSMN AM: 1. Mike Meadows (Kaw); 2. Tom Hall (M-G).

H/W S/TW EX: 1. Bill Syfan (Suz); 2. Rick Williams (Hon); 3. Tom Fujibayashi (Hon); 4. Nigel Gale (H-D).

H/W S/TW AM: 1. Darren Mauldin (Hon).

H/W S/SPRT EX: 1. Johnny Rock Page (Yam); 2. Stu Morrison (Yam); 3. Dave Hetzler (Suz); 4. Mark Hensley (Suz).

H/W S/SPRT AM: 1. Brian Foster (Kaw); 2. Geoffry Maloney (Suz); 3. Joshua Pitt (Suz); 4. Tim Solien (Suz); 5. Brian Williams (Suz).

L/W GP EX: 1. Ty Piz (Yam); 2. John James (Yam); 3. Michael Hughes (Kaw); 4. Jeff Pepiot (Yam); 5. Mark McKenny (Hon).

L/W GP AM: 1. Mike Meadows (Kaw).

M/W S/SPRT EX: 1. Stu Morrison (Yam); 2. Johnny Rock Page (Yam); 3. Glenn Mire (Hon); 4. Joe Jackson Jr. (Yam).

M/W S/SPRT AM: 1. Martin Eden (Yam); 2. David Bates (Yam); 3. Thomas Salas (Hon); 4. Loren McGrew (Hon); 5. Ron Johnson (Yam).

L/W S/SPRT EX: 1. Bill Syfan (Suz); 2. John James (Yam); 3. Leonard Kirschner (Yam); 4. Denver McKinney (Yam); 5. Jeff Pepiot (Yam).

S/TW EX: 1. Bill Syfan (Suz); 2. Rick Williams (Hon); 3. John Scott (Tri); 4. David Blue (Duc); 5. Thomas Moore (H-D).

S/TW AM: 1. Robert Torset (Hon); 2. Darren Mauldin (Hon); 3. Tom Hall (M-G).

U/L GP EX: 1. David Duprey (Suz); 2. Brad Stephens (Yam); 3. Stu Morrison (Yam); 4. John Burgoyne (Suz); 5. Ty Piz (Yam).

U/L GP AM: 1. David Duprey (Suz); 2. Brad Stephens (Yam); 3. Stu Morrison (Yam); 4. John Burgoyne (Suz); 5. Ty Piz (Yam).

Perez pounds Carlsbad MX

By Dave Burgess

CARLSBAD, CA, JAN. 26

Honda-mounted Chris Perez overcame Bob Lloyd to take the victory in the Vet Junior class at the Racing Enterprises Saturday MX at Carlsbad Raceway.

Lloyd blasted into the early lead of moto one, ahead of Perez and Gary Groth. Lloyd immediately began to stretch out a comfortable lead, while the remaining riders argued over position.

Perez held a solid second, while Groth tried to hold off the charges of Hans Vanderwoall, who made every effort to pass Groth, but attempted an inside pass and went down. The next rider to challenge Groth was Jeff Gray. Groth was exhausted from his earlier battle and was no match for Gray. At the checkered flag it was Lloyd with the win over Perez and Gray.

Groth holeshot the second moto but was quickly passed by Perez and Lloyd. Lloyd tried to keep Perez in sight, but to no avail. The checkered flag flew for Perez, followed by Lloyd, Gray and John Tooke.

Ryan Hughes trounced all comers in both Pro motos. The Team Green Kawasaki rider made it look easy, as he won by over half a lap in both motos.

Results

80 BEG: 1. Manny Arias (Yam); 2. Justin Lusian (Kaw); 3. Colin Eberly (Hon); 4. Alex Schaeffli (Kaw).

125 BEG: 1. Rob Brown (Suz); 2. Scott Hultaren (Kaw); 3. Greg Franco (Kaw); 4. Richard Marries (Yam).

125 JR: 1. Jonathan Knight (Kaw); 2. Angelo Ingrade (Kaw); 3. Greg Armstrong (Suz); 4. Ron Schoonover (Kaw).

250 BEG: 1. William Pawasarat (Yam); 2. Marty Bowman (Hon); 3. Kevin DeRieux (Hon); 4. Cam Cameron (Yam).

250 JR: 1. Dustin Northrup (Hon); 2. James Henderson (Hon); 3. Tom Mellor (Hon); 4. Tommy Wilson (Yam).

250 INT: 1. Mike Atkinson (Yam); 2. Jason McCormick (Hon); 3. Don Rice (Hon); 4. Ignacio Rivera (Hon).

500 JR: 1. John Tooke (Kaw).

500 INT: 1. Robert Failing (Hon); 2. Raymond Swartz (Hon); 3. Todd Freistat (Hon).

PRO: 1. Ryan Hughes (Kaw); 2. Doug Schwerzer (KTM); 3. Jeff Nordstrom (Kaw).

25-29 JR: 1. Dave Burgess (Hon).

VET BEG: 1. Steve Amoroso (Kaw); 2. Cam Cameron (Yam).

VET JR: 1. Chris Perez (Hon); 2. Bob Lloyd (Kaw); 3. Jeff Gray (Hon); 4. John Tooke (Kaw).

VET INT: 1. Tom McKay (Suz); 2. Craig Breihan (KTM); 3. Brad Sherrill (Hon); 4. Gary Scott (Yam).

VET EX: 1. Robert Failing (Hon).

VET PRO: 1. Jim Odle (Hon); 2. Daniel Davalos (Hon).

OT JR: 1. Tom Lambert (Kaw); 2. Bruce Cornell (Suz); 3. Robert Berdyck (Hon).

OT INT: 1. Tom Eberly (Hon); 2. Bill Malone (Hon); 3. Bruce Forinash (Yam); 4. Mike Stell (KTM).

OT EX: 1. John Knight (Kaw); 2. Tim Daily (KTM); 3. Gary Doggett (Hon); 4. Gene Phelps (Suz).

BOMBER A: 1. Robert Failing (Yam).

Leggate rampant at Wisconsin Ice Race

By Steve Meikle

WISCONSIN RAPIDS, WI, JAN. 27

Ray Leggate powered his Honda CR500 to the win in the Pro motocross class at round four of the Central Wisconsin Ice Racing Series at Nepco Lake.

Victory didn't come easy, as Larry Strangfeld grabbed the holeshot in moto one. Tom Croft was pushing hard, but was caught in a first-turn shuffle and finished the first lap

in third behind Strangfeld and Leggate. Strangfeld held the lead position without challenge, and won the first go-round with Leggate close behind. Meanwhile, Scott Winkler managed to find his way around Croft to finish third.

Moto two saw Leggate launch out of the gate to nab the number one spot. Ed Crothers gated second with Croft close behind. Croft mixed things up a bit when he snagged some grooves in corner three and went down. Strangfeld avoided the downed rider and set his sights on Crothers. Strangfeld proceeded to make quick work of Crothers and set out after Leggate. The remaining laps were not enough for Strangfeld to catch up, and he had to settle for second behind moto and overall winner Leggate. Crothers was third and Winkler finished fourth in the moto and third for the day.

Results

JR: 1. John Strangfeld (Kaw); 2. Corey Foemmel (Suz); 3. Tim Ronnenberg (Hon).
RUBBER: 1. Gerry Thurne (Hon); 2. Pete Theis (Hon); 3. Steve Richardson (Yam).
SPTSMN: 1. Ted Coplien, Sr. (Hon); 2. Guy Gauger (C-A); 3. Dave Ryan (Yam).
NOV MX: 1. John Strangfeld (Kaw); 2. John Ronnenberg (Hon); 3. Ted Coplien, Jr. (Hon).
PRO MX: 1. Ray Leggate (Hon); 2. Larry Strangfeld (Kaw); 3. Scott Winkler (Hon).
250 STUD NOV: 1. Tom Croft (Hon); 2. Robert Buffington (Hon); 3. Rick Holder (Yam).
250 STUD PRO: 1. Cliff Eckes (Yam); 2. Gerry Thurne (C-A); 3. Steve Huckbody (Hon).
OPEN STUD NOV: 1. Rick Holder (Mai); 2. Sam Makie (H-D); 3. Bucky Lorentz (Hon).
OPEN STUD PRO: 1. Gerry Thurne (C-A); 2. Mike Lattman (Hon); 3. Steve Kasten (Yam).

Carr motors to Lodi MC Marathon win

By Bill Spencer

LODI, CA, JAN. 6

The opening round of Marathon motorcycle racing opened the Lodi MC's new year with a great battle that saw Harley-Davidson ace Chris Carr battle with Oakland Honda's Tory Bostrom for overall bragging rights.

Bostrom led out on his CR500 with Aaron Hill and Rob Damron chasing. Carr made his move at the one-third mark of the hour and a half show, pitted early and then took the lead, when Bostrom pitted at the halfway point. Bostrom tried to regain the lead, but Carr would not budge. Carr and Bostrom proceeded to lap the entire field, including Ben Bostrom who finished third.

Results

VET/OT: 1. Don Shipley; 2. Mike West; 3. Steve Hall; 4. Davis Winters; 5. Dan Armstrong.
125 NOV: 1. Mike McNally; 2. Craig Montes; 3. Chris Eastman; 4. Don Shipley Jr.; 5. Mike Hartman.
250 NOV: 1. Ricky Forbes; 2. Larry Andres; 3. Mike Petruat; 4. Mark Holthouse; 5. Mike Krynock.
250 OPEN PRO: 1. Chris Carr (Suz); 2. Tory Bostrom (Hon); 3. Ben Bostrom (Hon); 4. Aaron Hill (Hon); 5. Rob Damron (Yam).
OPEN NOV: 1. John Niewarhner; 2. Dave Worthen; 3. Leonard Landers; 4. Curtis Cook; 5. Rich Frush.
VET JR: 1. Jerry Barrie; 2. Larry Cronister; 3. Cory Lewis; 4. Shawn Sage; 5. Jody Patterson.
VET SR PRO: 1. Gary Fargo; 2. Jim Mahoney; 3. Al McGehee; 4. Gary Gallagher; 5. Vern Holthouse.

Burnett wins at Hillbilly Hills MX

By Dene Olive

ROBERTA, GA, JAN. 13

After a week of cloudy and rainy weather, track conditions were near perfect for Sunday's racing at Hillbilly Hills MX. The event was supported by Pro Line Accessory, Rodi Cycle Center, Boyesen Engineering and Pro-Spec Suspension.

As the 34-rider field of the 125cc class left the start, it was Yamaha-mounted Brian Burnett leading the pack followed by James Adams, Gary Kellum, Brad Simpson and Justin Bowen. Positions changed on the first lap as both Simpson and Bowen were able to slip by Kellum when he made a mistake through the whoops. For the next few laps, things remained the same as Adams studied Burnett's lines. Adams made his move on the white flag lap and was able to get by Burnett to take the win. Following Adams and Burnett were Simpson, Bowen and Kellum.

Quick clutch work enabled Burnett to steal the holeshot again in the second moto. Hot on his trail were Simpson, Kellum, Bowen and Mike McConville. Up front Burnett and Simpson were moving away from the pack, while McConville made passes on Bowen and Kellum. On the white flag lap, first moto winner Adams moved into fifth place. Burnett took the win followed by Simpson, McConville, Kellum and Adams.

In the 85cc Senior class, Honda rider Patrick Hizell captured the overall victory via a 1-1 tally. Billy Hlebak claimed the holeshot in moto two but it was short-lived as Hizell made his way past on lap two. Hlebak had to settle for another second place finish.

Results

51: 1. Chad Albritton (Yam); 2. Jonathan Price (Yam); 3. Blake Cannady (MM).
85 JR: 1. John Thomas (Hon); 2. Aaron Lindsey (Kaw); 3. Jeff Rollins (Yam); 4. Nick Citron (Kaw).

85 SR: 1. Patrick Hizel (Hon); 2. Billy Hlebak (Kaw); 3. Shane Harris (Hon); 4. Nick Citron (Kaw); 5. Aaron Lindsey (Kaw).

SCHBY: 1. Brad Simpson (Yam); 2. Justin Bowen (Kaw); 3. Patrick Hizel (Hon); 4. Jackie James (Kaw); 5. Chris Collins (Kaw).

125 C: 1. Brian Burnett (Yam); 2. Brad Simpson (Kaw); 3. James Adams (Kaw); 4. Mike McConville (Hon); 5. Gary Kellum (Kaw).

125 B: 1. Aaron Day (Hon); 2. Brandon Smith (Kaw); 3. Brad Hayes (Hon); 4. Ken Kowalczyk (Hon); 5. Wes Ashley (Hon).

250 C: 1. Mike McConville (Hon); 2. David Babb (Hon); 3. Jimmy Stone (Hon); 4. Ray Carroll (Yam); 5. Rusty Cohen (Hon).

250 B: 1. Brandon Smith (Kaw); 2. Ken Kowalczyk (Hon); 3. Kenny Tipton (Hon); 4. Aaron Day (Hon); 5. Mike Smith (Suz).

OPEN B: 1. Jason Johnson (Hon); 2. Benny Durrrough (KTM); 3. Randy Tillery (Hon); 4. Lanny Sloan (Hon).

SR: 1. Ray Carroll (Yam); 2. Benny Durrrough (KTM); 3. Pete Hammock (Kaw); 4. Randy Tillery (Hon); 5. Rusty Cohen (Hon).

Daily strikes at Salem AX

By Clay Light

SALEM, OR, JAN. 26

Jeff Daily couldn't be stopped in the 125cc Pro class in the Jackman-Long Expo Arena.

Gary Beyer crashed on the last lap of the first moto after reeling in Daily. Daily held under pressure to card the win while Kenny Olsen took the number two spot in Beyer's last-lap demise. Third went to Mike Hamness.

Daily, who has only finished with less than first place on two occasions this season, shot out front to the second contest and ran away with the moto win. Hamness finished second, good for second overall, ahead of Olsen, Beyer and Mark Gregson.

Beyer topped the 250cc Pro class, but it wasn't an easy task for the 25-year-old rider. Terry Hamness topped the first moto, and in the second Beyer had to overtake and fend off a pesky Steve Lewis, who was the top finisher in the combined Intermediate class. Beyer didn't get around Lewis, who was having the ride of his life, until the final lap.

"He rode really good," said Beyer. "I was really surprised at how hard it was to get around the guy."

Rusty Garrison did all he could to relegate Bob Comstock to second in the Old Timers class, but fell short in both motos and took home second ahead of Cliff Kobernik.

Results

P/W: 1. Greg Blackwell; 2. Isaac Dawson; 3. Kelvin Schoen; 4. Bryan Swann; 5. Liam Dawson.

OT INT: 1. Bob Comstock; 2. Rusty Garrison; 3. Cliff Kobernik.

OT JR: 1. Jim Brown; 2. Loren Bolster; 3. Bob Zedwick; 4. Randy Layne; 5. Pat Merina.

250 BEG D-1: 1. Glen Koefler; 2. Bill Waring; 3. Glen Hansen; 4. Mike All; 5. Matt Bennett.

250 BEG D-2: 1. Mark Seifer; 2. Curtis Wright; 3. Russ Guber; 4. Rick Ballentine; 5. Lance Scazo.

250 JR: 1. Chris Brown; 2. Ryan Leach; 3. Chopper Lynn; 4. Ronald Park; 5. Allen Terlecki.

500 BEG: 1. Jason Smith; 2. John Lewis; 3. Tom Wiltse; 4. Bill Waring; 5. Kurt Wright.

500 INT: 1. Roby Leach; 2. Scott Foutch.

500 JR: 1. David Hampton; 2. Chris Peterson.

80 INT: 1. Cory Fuller; 2. Mike Ulven.

80 JR: 1. Kory Rasmussen; 2. Jessy Williams; 3. Doug McKuhn; 4. Dan Johnson; 5. Brian Martin.

60 JR: 1. Kelvin Schoen; 2. Greg Blackwell; 3. Isaac Dawson.

60 SR: 1. Robert Holtgrew; 2. Dusty Lenaburg; 3. Jessy Williams; 4. Cody Garvin; 5. Mike Mertina.

WMN: 1. Deanna Holbrook; 2. Lisa Garrison; 3. Laurie Stange.

125 INT: 1. Eric Rogers; 2. Ryan Hagemann; 3. Eddie Denhem; 4. Ernie Roberts; 5. Mike Boe.

125 PRO: 1. Jeff Daily; 2. Mike Hamness; 3. Kenny Olsen; 4. Gary Beyer; 5. Mark Gregson.

250 INT: 1. Steve Lewis; 2. Dave Akerman; 3. Doug Gravelle; 4. Tress Belcher; 5. Chad Gravelle.

Maughan masters Salt Palace AX

By Dale Bohm

SALT LAKE CITY, UT, JAN. 11-12

Tooele Valley Suzuki's Corky Maughan made it four-for-four at the 5th Annual Salt Lake Arenacross. Maughan won both qualifiers Friday and Saturday night, plus both main events for the lion's share of the purse. Idaho's Larry Jackson worked up from a mid-pack start to grab second at the checkered flag over Newgate Honda's Steve "Laser" Liedberg.

Maughan grabbed the lead in Fridays main event and never looked back. Thomas, Cooksey, Nielson and Lucro followed in hot pursuit. Nielson was on the move and worked past Cooksey, then Thomas, for the second place spot. Jackson worked up to fourth after a mid-pack start, while Liedberg crashed and retired for the night. Maughan turned 21-second lap times to hold the lead over a fierce battle for second. Nielson held on to second until the last lap, when Thomas outjumped him and moved into second. Maughan, was followed across the finish line by Thomas, Nielson, Jackson and Chance Maughan.

"On this track, whoever gets a good start has an advantage. When I got the holeshot, I just didn't look back," said Maughan.

In Saturday's main event action, Maughan and Dave Donaldson shared the start, but Corky outjumped Donaldson on the doubles and pulled out a huge lead. Tommy Ady barely missed a large pile-up on lap one that claimed many of the top riders. Liedberg worked up from the mishap to pick off riders and moved into fifth by lap four. As Corky Maughan enjoyed a large lead, Chance Manugah, Chris Cooksey, Sid Riddle and Liedberg battled tooth and nail for the second

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LOCAL EVENTS



Dirt track legends Jay Springsteen (left) and Corky Keener (right) take time out to pose with four-year-old Nicholas Cummings at the Flint M.C. Charity Ice Race.

place position. Riddle went down on lap five, moving Liedberg up to fourth, and Donaldson into fifth. Stirring mid-pack was Jackson, who blew by rider after rider until the Yamaha pilot was in sixth behind Donaldson. Jackson moved by Donaldson, while Liedberg got by Cooksey for third on lap eight. Jackson passed both Liedberg and Chance Maughan to move into second, but Corky still held a substantial lead. Liedberg worked by Chance Maughan on the last lap for third. Corky Maughan took an easy win over Larry Jackson, Liedberg, Chris Cooksey and Chance Maughan.

Results

FRIDAY 250: 1. Corky Maughan (Suz); 2. Mike Thomas (Yam); 3. Scott Nielson (Hon); 4. Larry Jackson (Yam); 5. Chance Maughan (Suz).
SATURDAY 250: 1. Corky Maughan (Suz); 2. Larry Jackson (Yam); 3. Steve Liedberg (Hon); 4. Chris Cooksey (Hon); 5. Chance Maughan (Suz).

Williams wallops Salem AX

By Clay Light

SALEM, OR, JAN. 25

Jessy Williams rampaged the small wheel classes at the Oregon State Fairground's Jackman-Long Arena. Williams swept the 60cc Senior and 80cc Junior classes.

Dusty Lenaburg shot into the lead in the first 60cc Senior moto, but two turns later it was Williams carving to the inside to take the lead. Williams held the lead to the finish, followed by Lenaburg and David Turner.

Moto two was much the same as Williams led wire to wire while Lenaburg crashed himself out of contention. Turner scooted into the number two spot with 3-2 showings.

Williams led both 80cc Junior motos wire to wire. Doug McKuhn did all he could to reel in Williams, but fell short in both motos, taking home second place brass for his efforts while third overall went to Brian Martin.

Cycle Sports Yamaha/Kawasaki rider Kenny Olson picked up his first overall win in the 125cc Pro class this season. Olsen failed to win either moto, but by virtue of consistency snapped Jeff Daily's lengthy win streak. Daily had problems in the first moto, where he finished third behind moto winner Chad Berry, but came back to win moto two. Berry worked up to an eventual third place finish behind Daily and Olsen after working through traffic to take second overall.

Ryan Hagemann won both 125cc Intermediate contests. Mike Boe led the field early in moto one, but Hagemann didn't waste any time taking the lead. Hagemann went unchallenged in the moto, taking the win ahead of Rogers, Boe, Renfro and Pearson. Pearson chased Hagemann to the finish in moto two, but Rogers netted second overall.

Results

125 PRO: 1. Kenny Olsen; 2. Chad Berry; 3. Jeff Daily.
250 OPEN PRO: 1. Gary Beyer; 2. Don Boespflug; 3. Mark Gregson.
80 JR: 1. Jessy Williams; 2. Doug McKuhn; 3. Brian Martin; 4. Dan Johnson; 5. Richard Steiner.
60 SR: 1. Jessy Williams; 2. David Turner; 3. Dusty Lenaburg; 4. Ryan Anderson; 5. Mike Storm.
125 JR: 1. Monty Harris; 2. Eddie Denham; 3. Chad Reed; 4. Matt Krause; 5. Ed Pearson.

250 INT: 1. Rod Comstock; 2. Chad Gravelle; 3. Steve Lewis; 4. Dave Akerman; 5. Doug Gravelle.
125 INT: 1. Ryan Hagemann; 2. Eric Rogers; 3. Tony Renfro; 4. Mike Boe; 5. Jason Pearson.
250 BEG: 1. Mark Seifer; 2. Garren Elmerr; 3. Matt Bennett; 4. Richard Johnson; 5. Bill Rush.
250 JR: 1. Ryan Leach; 2. Ronald Park; 3. Chopper Lynn; 4. Allen Terlecki.
60 JR: 1. Isaac Dawson; 2. Greg Blackwell.
WMN: 1. Laurie Stange; 2. Deanna Holbrook; 3. Jeanne Van Buskirk.
P/W: 1. Greg Blackwell; 2. Isaac Dawson; 3. Liam Dawson; 4. Ryan Ibsen.
500 BEG: 1. Jason Smith; 2. Matt Buhr; 3. John Lewis.
125 BEG D-1: 1. Kevin Pfeifer; 2. Bill Moore; 3. Scott Hockman; 4. Mike Leek; 5. Gordon Young.
125 BEG D-2: 1. Brad Brunkal; 2. Gary Terlecki; 3. Brandon White; 4. Dale Corra; 5. Josh True.
UTH: 1. Don Boespflug; 2. Rod Keller; 3. Frank McKuhn.
30-40 JR: 1. Mike Dean; 2. Deanna Holbrook; 3. Bill Easter.
OT EX: 1. Mike Hickman.
OT INT: 1. Bob Comstock; 2. Cliff Kobernik; 3. Rusty Garrison.
OT JR: 1. Bob Zedwick; 2. Albert Hinkley; 3. Pat Merina.
OPEN INT: 1. Roby Leach.
30-40 IT: 1. Ron Kent.

Stone smokes 'em at Oklahoma City Motocross

By Alan Williams

OKLAHOMA CITY, OK, JAN. 27

Doug Stone used consistent moto finishes to capture the overall win in the 125cc Intermediate class at Oklahoma City's Motorcycle Raceway.

Mike Tate holed the first moto, but close behind were Ty Harris and Stone. Harris began to challenge Tate, and the two riders began to pull away. Harris dove to the inside of a turn and overtook Tate, and held on for the moto win. Stone finished a distant third.

Tate sped off the line in moto two, leading Stone and Kyle Jolley onto the track. Tate led for a few laps, but lost control over a jump and went down. Stone inherited the lead, and held off Jolley for the moto and overall wins.

Harris stole the holedshot in the opening 250cc Intermediate moto, and cruised to an easy win over Jared Hamby. Moto two looked to be a repeat, but Harris parted ways with his mount over a jump and retired for the day. Hamby was quick to take the lead and overall win over Rick Manning and Kevin Ford.

Results

P/W STK: 1. Chad Cook (Yam); 2. Ryan Harris (Yam); 3. Dustin Record (Yam); 4. James Ellis (Yam); 5. Shawn Cook (Yam).
60 MINI MINI: 1. Jacob Martin (Yam); 2. J.W. Patton (Kaw); 3. Jeremy Wright (Kaw); 4. Ty Arnold (Kaw); 5. Tyler Teaur (Hon).
80 BEG: 1. Rick Peterson (Kaw); 2. Jeremiah McGuire (Kaw); 3. Chris Drummond (Yam); 4. Bud Lowe (Kaw).
80 JR: 1. Jacob Martin (Yam); 2. Brian Stone (Kaw); 3. Bubbe Ellis (Hon); 4. Jeremy Wright (Kaw); 5. Justin Mullinex (Yam).
80 OPEN: 1. Robbie Reynard (Kaw); 2. Jack Brassfield (Hon); 3. Brian Stone (Kaw); 4. Tim Gibson (Suz); 5. Dennis Owens (Kaw).
80 SR: 1. Robbie Reynard (Kaw); 2. Jack Brassfield (Hon); 3. Tim Gibson (Suz).
125 BEG: 1. Dennis Owens (Suz); 2. Ryan Boecher (Hon); 3. Vince Thompson (Yam); 4. Terry English (Hon); 5. Johnny Abney (Yam).
125 NOV: 1. Shawn Wright (Kaw); 2. Fred Winston (Kaw); 3. Bobby Faulkner (Kaw); 4. Richard Stephens (Kaw); 5. Scott Deubler (Kaw).
125 EX: 1. Terry Osborn (Suz); 2. Clint Jones (Suz).
125 INT: 1. Doug Stone (Kaw); 2. Ty Harris (Kaw); 3. Kyle Jolley (Hon); 4. Mike Tate (Kaw); 5. Mark Russell (Hon).
250 BEG: 1. Todd Curran (Hon); 2. Donnie Woolridge

(Hon); 3. Mark Wright (Hon); 4. Sherman Bremmer (Suz); 5. David Mays (Yam).
250 NOV: 1. Mick Humphries (Yam); 2. Nick Cox (Hon); 3. Gray Drummond (Yam).
250 INT: 1. Jared Hamby (Hon); 2. Rick Manning (Suz); 3. Kevin Ford (Hon); 4. Ty Harris (Kaw); 5. Mike Tate (Kaw).
250 EX: 1. Terry Osborn (Suz); 2. Clint Jones (Hon).
OUTLAW: 1. Doug Stone (Kaw); 2. Shawn Wright (Kaw); 3. Ryan Boecher (Hon); 4. Johnny Abney (Yam).
OVER 25: 1. Mike Smith (Suz); 2. Cappy Palmer (Suz); 3. Jim Anderson (Hon); 4. Mike Humphries (Yam); 5. Derek Owens (Suz).
OVER 25 EX: 1. Chan Baker (Hon); 2. Jess Davis (Hon).
OVER 35: 1. Jim Thomas (Yam); 2. Mr. Redwine (Hon); 3. Howard Butler (Kaw); 4. David Benson (Kaw); 5. Mark Wright (Hon).

Knight victorious at West Florida Motocross

By Diane Silcox

MILTON, FL, JAN. 20

Kevin Knight used a muddy track to his advantage at the West Florida MX Park, capturing the Pro class win aboard his Honda CR.

The first moto of the Pro class saw Knight shoot off the line with the holedshot, ahead of Bob Riker, Darryl Heisler, and Sam Redmond. Riker began to push Knight, but went down in the bowl turn. This left Heisler in second; just ahead of Ed Kiley, who had worked up from a poor start. Knight continued to extend his lead, and took a convincing moto win over Heisler and Redmond, who had nipped Kiley on the last lap.

Knight stole the holedshot in moto two, with Riker, Sorg, and Heisler a heartbeat behind. Heisler dove underneath Sorg and took over the third position, then set his sights on Riker. Meanwhile, it was smooth sailing for Knight as the Honda rider pulled out to a commanding lead. Heisler took over the runner-up position when he swooped past Riker on a fast straightaway. Knight greeted the checkered flag first, followed by Heisler, Shane Pene, and Riker.

Results

P/W: 1. Robert McLendon (Suz); 2. Rodney Allen (Yam); 3. Allen Chastain (Yam); 4. Bryant Miller (Suz); 5. Sean Herring (Hon).
JR MINI 80: 1. Eric Elam (Kaw); 2. Joey LeBlanc (Hon); 3. Benjamin Campbell (Kaw); 4. Jason Burgess (Kaw); 5. Vincent Duvall (Kaw).
SR MINI 80: 1. Johnny David (Kaw); 2. Joey Silcox (Suz); 3. Wayne Bailey (Kaw); 4. Adam Cain (Hon); 5. Roger Pratt (Kaw).
125 NOV: 1. Cliff McNabb (Hon); 2. James Marshall (Suz); 3. Mark Krupinski (Hon); 4. Junior Sims (Kaw); 5. Mark Borgen (Yam).
125 AM: 1. Audre Pene (Suz); 2. Myron Chastain (Kaw).
250 NOV: 1. Keith Jones (Kaw); 2. Todd Mellott (Hon); 3. Cliff McNabb (Hon); 4. James Marshall (Suz); 5. Mark Fealloch (Yam).
250 AM: 1. Tom Bennett (Hon); 2. John Kiley (Suz); 3. Jim Kennedy (Kaw); 4. Neal Thomas (Hon); 5. Glenn Warren (Suz).
PRO M-1: 1. Kevin Knight (Hon); 2. Darryl Heisler (Hon); 3. Sam Redmond (Hon); 4. Ed Kiley (Hon); 5. Curtis Smith (Suz).
PRO M-2: 1. Kevin Knight (Hon); 2. Darryl Heisler (Hon); 3. Shane Pene (Suz); 4. Bob Riker (Suz); 5. Sam Redmond (Hon).
VET: 1. Myron Chastain (Kaw); 2. Glenn Warren (Suz); 3. Benny Schundelmier (Hon); 4. Neal Thomas (Hon).

Flint charity Ice race brings out the stars

By Grace DiBenedetto

FLINT, MI, JAN. 26

The Flint M.C. Club hosted its 31st Indoor Invitational Ice Race in IMA stadium Saturday night, a benefit for the Big Brothers/Big Sisters organization.

This year John Zwerican sent out invitations to some of racing's best known names and Jay Springsteen, Bart Markel, Corky Keener and Randy Goss showed up for a special match race. Foregoing the usual 250cc indoor ice bikes, they chose to race 600cc Harley-Davidsons. With the exception of Springsteen, the riders had not competed in many years.

"It's like riding a bicycle, you never forget how!" said Keener.

Goss took the early advantage in turn one, but by lap three the challenge was on. Springsteen had worked his way past both Keener and Markel, and went head-to-head with Goss down the front straightaway. Springsteen overtook the leader, but Goss was not going to sit behind Springsteen for long. By lap four, he returned the favor. The two riders were not through with each other yet, and with four laps to go reversed positions again. Goss still had one move left, and just before the checkered flag he edged out Springsteen by a wheel length.

At the awards presentation, Goss generously donated his win money to Big Brothers/Big Sisters, much to the approval of the crowd.

There were two other special events scheduled for the evening. Some of the younger stars of Michigan racing were invited to come and show their stuff. One young rider, four-year-old Nicholas Cummings of Flint, Michigan, got some special instructions prior to the 50cc race from Corky Keener and Jay Springsteen. That advice paid off. This was Cummings first race and he managed to avoid a crash when Andy Cookingham slid into the wall just before the checkered flag. Andy's bike

was sliding into Cummings when the four-year-old pulled a 90 degree turn into the center of the track narrowly avoiding being taken out by it. Bruce Lowe from Holly, Michigan, went wire to wire to take the 50cc class. Eight-year-old Josh Woods and nine-year-old Brandon Rose were the first and second place finishers respectively in the 60cc class.

Dan Ingram grabbed the holedshot in the Pro Indoor final. Close behind were Brian Vilella, Mark Wyskiel and Doug O'Boyle. Ingram rode a steady race, and was never seriously challenged for the lead position. The finishing positions remained the same, as Ingram led from wire-to-wire.

Results

MATCH RACE: 1. Randy Goss (H-D); 2. Jay Springsteen (H-D); 3. Corky Keener (H-D); 4. Bart Markel (H-D).
PRO INDOOR: 1. Dan Ingram (Hon); 2. Brian Vilella (Hon); 3. Mark Wyskiel (Hon); 4. Doug O'Boyle (Hon); 5. Chuck Springsteen (Hon).

Awards Banquet honors Oklahoma trials champs

By R.D. Allman

TULSA, OK, JAN. 19

The Northeastern Oklahoma Trials Team honored its overall state champions Saturday night, at a banquet held at Folk's restaurant. The biggest portion of the Oklahoma trials community turned out to enjoy the buffet and entertainment, as well as a salute to the winners of the 1990 series. NEOTT hosts and sanctions the series which consists of 12 events during the calendar year, with contestants counting their best nine finishes.

A special award was given to Expert class winner Jim Westcott, who was voted by the steering committee as the most improved rider for the year. Special thanks were also given to K&N Yamaha, Dick Lane Kawasaki and Yamaha of Oklahoma for their tremendous support throughout the year.

Results

C'SHIP: 1. Shan Moore (Fan); 2. Ron Lee (Apr); 3. Paul Bolen (Fan); 4. Gabe Mizell (Yam); 5. Tom Lucenta (Bet).
EX: 1. Jim Westcott (Fan); 2. Dave Bolen (Bet); 3. Chiyod Watanabe (Bet); 4. Guy Cooper (Fan); 5. Kevin Naylor (Yam).
INT: 1. Clint Perry (Yam); 2. Stan Machart (Yam); 3. Larry Garrison (Bet); 4. Ted Waldorf (Apr); 5. Dewey Harper (Apr).
AM: 1. Tom Moore (Yam); 2. Rick Dunkin (Yam); 3. Gary Price (Mon); 4. Jerry Ward (Yam); 5. Gordon Bode (Yam).
NOV: 1. Matt Moore (Yam); 2. Bobby Moore (Mer); 3. Jim Price (Yam); 4. Paul Schwegler (Yam); 5. Troy Gudgel (Yam).

Heminway edges Engelhardt at Splash 'N' Splatter Trial

By Don Williams

AZUSA, CA, JAN. 28

Points weren't enough. Cleans weren't enough. After three 11-section loops, scorekeeper Debi Lazzara had to tabulate "Is" in the Sportsman class to determine that Yamaha-mounted Jack Heminway had come from behind to bump Tom Engelhardt out of first place at the Splash 'N' Splatter Trial hosted by the Valley Observed Trials Enthusiasts.

Engelhardt had guided his Fantic into the lead with a 17-point first loop score, four dabs ahead of Heminway. Identical scores of 18 points maintained the positioning until Heminway posted a 16-point final loop to tie Engelhardt on points, 55-55.

The event, round two of the American Trials Association Championship Series, was held in the San Gabriel Canyon OHV area and the sections reflected the variety of terrain and obstacles present in the river bed area.

Water and tire-locking mud, unusual at southern California events, featured prominently in sections three through six and sections eight and nine were heart-stopping sandy hill climbs and drop-offs. The remainder of the sections concentrated on the typical rocks, steps and tight turns.

The Senior (30+) Sportsman class also went down to the wire with multiple position changing during the day. Eventual winner Pete Croft was third after the opening loop behind leader Clive Hannon and Kent Graham. However, Croft bolted into the lead on the next loop with a class-low 12-point score, moving him two points ahead of Hannon. Both Hannon and Graham made a run for Croft on the final loop, but came up short. Croft took the win by a dab under Hannon, 48-49, who protected his slim lead over Graham.

ATA Champion Tom Hamann kept his streak of not losing to an ATA rider in the '90s intact by beating Paul Webster, 37-56. Webster was plagued by mechanical problems including handlebars that broke in the middle of a turn in a section. Webster did turn in the only single-digit loop card in the Championship class.

Results

C'SHIP: 1. Tom Hamann (Bet); 2. Paul Webster (Fan); 3. Mark Oldar (Mer).
SPTSMN: 1. Jack Heminway (Yam); 2. Tom Engelhardt (Fan); 3. Guy Smith; 4. Bob Madden (Bet).

NEW VIDEO RELEASES

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(#45A) This prestigious event determines who wears the AMA's #1 plate for the following year. It is the climax to a 26-week long quest of races and qualifiers throughout the speedway circuit that eliminates all but the top 18 riders. It is considered an honor just to make the roster on this one night, winner-take-all event. Interviews and commentary are provided by Terry Clanton and the talented Bruce Flanders. 60 minutes from RAZ Video.

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Retail price on these releases **\$29.95** each, includes shipping.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

SR (30+) SPTSMN: 1. Pete Croft (Yam); 2. Clive Hannon (Fan); 3. Kent Graham (Apr); 4. David Rector; 5. Dave Whittle (Yam).
S/SR (40+) SPTSMN: 1. Art Webster (Bet).
INT: 1. Brad McClellan; 2. Jim Rogers (Bet); 3. Daniel Capistran (Yam); 4. Roger Guard (Bet); 5. Malcolm Scott.
SR INT: 1. Bill Merritt (Yam); 2. Joe Slaughter (Fan); 3. Larry Varnell (Yam); 4. Chris Symer (Apr); 5. Ed Baldwin (Fan).
S/SR INT: 1. James Hill.
VET (50+) INT: 1. Gary Stewart (Apr); 2. Joe Wirth (Apr).
NOV: 1. Lee Holth; 2. Lowell Bellis (Bet); 3. Philip Luna (Fan).
SR NOV: 1. Mike Rieser (Fan); 2. Jeff Latimer (Yam); 3. Dennis Thompson; 4. Jerry Peasnell; 5. Lyndon Luhmann (Fan).
S/SR NOV: 1. Tom Blake (Fan); 2. Doug Stephens; 3. Steve Beck (Fan); 4. John Haney (Yam); 5. Bob Gaouette (Hon).
VET NOV: 1. Dave Stanley; 2. Duane Stone (Mer); 3. Steve Hill (Bet); 4. Del Hardland (Yam); 5. Les Peterson (Bet).
BEG: 1. Bob Endicott; 2. Jack Head; 3. Steven Varnell.
SR BEG: 1. Michael Suzuki (Yam); 2. Bill Burrows; 3. George Poe; 4. David Longman.
S/SR BEG: 1. Dennis Reamer.
VET BEG: 1. David Baker; 2. Al Nourian.

Sylvester scores Desert State Classic Motocross win

By Karen Guthrie

PHOENIX, AZ, JAN. 10

Bruce Sylvester came from behind in both motos to take the overall win in the 125cc Junior class in round two of the CMC Desert State Classic.

Darren Lantz and Derek Geist opened moto one fighting for the lead but were passed by Reuben McClancey in the first lap. Geist claimed first when McClancey went down, but McClancey's recovery was quick and he was hot on Geist's trail in no time. McClancey gassed it down the back straightaway and smoothly got by Geist. Meanwhile Sylvester was patiently working his way up the ladder. Sylvester smoked past Geist and set his sights on McClancey. Sylvester reeled the leader in, and made the pass on the last lap to take the moto win.

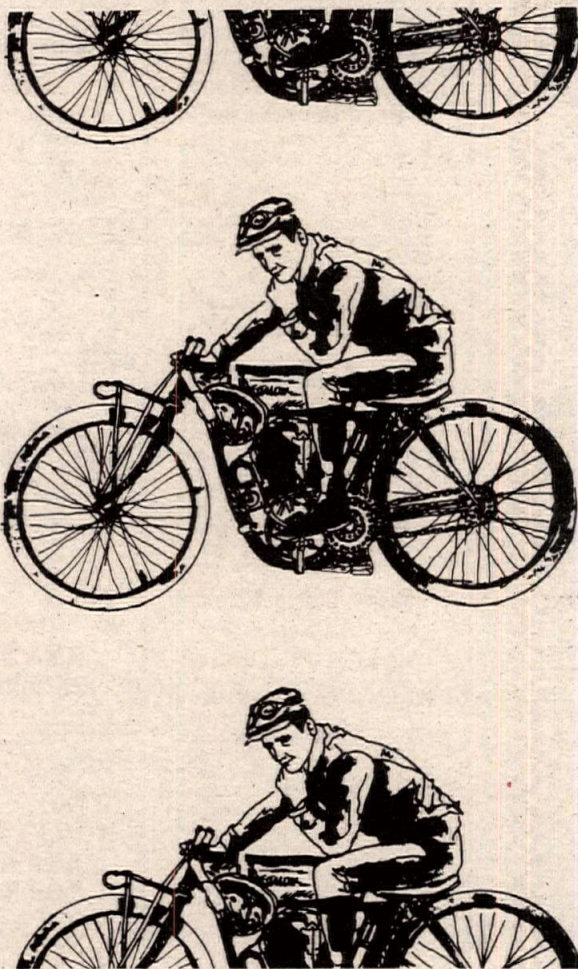
Moto two found Mark Nychajhn and McClancey doing battle over first place. McClancey moved into first place on lap two, and began to put some distance between himself and Nychajhn. By the fourth lap, Sylvester had worked his way into second place with Darren Curtis a close third. Lap five saw Geist put a move on Curtis, and take over third place. Sylvester got on McClancey's tail, waiting for a mistake. McClancey went down after the doubles and Sylvester shot into the lead. McClancey recovered quickly and was looking to retake the lead, but his charge was short-lived as he went down again before the jump. Sylvester crossed the finish line ahead of McClancey and Curtis.

In the 50cc class, Hunter Johnson took the lead in the first moto with Chad Gutterud and Douglas Hamby in hot pursuit. Gutterud took Johnson in a sly curve maneuver but Johnson regained his lead when Gutterud ran into problems with some deep dirt. Johnson had the same problems on the last lap, causing him to nearly take out the flagman as he fought to gain control of his bike. Johnson held the lead to the finish, while Gutterud held second.

Johnson also led moto two but halfway through the event, went down in the far turn. Gutterud took over the lead, but on the last lap, misread a flagger's hand signals and started to leave the track prematurely. By the time he returned, Johnson had recovered and was coming up fast. The crowd cheered and yelled encouragements as Gutterud and Johnson dashed for the checkers. Gutterud took the win just inches ahead of Johnson. **CN**

Results

250 INT: 1. Robert Carlin (Hon); 2. Shawn Cisco (Yam); 3. Tait Bakke (Suz); 4. Judd Denney (Hon).
250 PRO: 1. Craig Davis (Hon); 2. Bobby White (Yam); 3. Bryan Hayes (Hon); 4. Drei Dirks (Hon).
30+ PRO: 1. Gary Dirks (Hon); 2. Jonnie Deremo (Hon).
30+ JR: 1. Richard Barner (Yam); 2. Hans Vanderweall (Hon); 3. Robert Gutterud (Hon); 4. Leonard Hogen (Hon).
INT: 1. Bruce Sylvester (Suz); 2. John Imbride (Yam); 3. Dave Clayden (Hon); 4. Doug Goodman (Hon).
MSTR: 1. Dave Burns (Hon); 2. Gary Chadez (Hon).
40+: 1. Fred Carmen (Hon); 2. Ken Gerdl (Hon).
VINT 1974: 1. David Boydston (Mar); 2. Rick Hinchliff (Yam); 3. Richard Gothran (Hon); 4. Roger Rauland.
125 BEG: 1. Michael Gigax (Hon); 2. Damien Lys (Yam); 3. Devin Kelly (Hon); 4. Chris Brown (Yam).
OPEN BEG: 1. Russ Heist (Hon); 2. Ken Beaver (Hon).
OPEN JR: 1. Mike Hostam (Hon); 2. Dale Rhoads (Hon).
OPEN INT: 1. Scott Frey (Hon); 2. Judd Denney (Hon); 3. Dave Burns (Hon).
OPEN PRO: 1. Craig Davis (Hon); 2. Gary Dirks (Hon); 3. Terry Sims (Hon); 4. Todd Johnson (Hon).
25+ INT: 1. Brynn Bartlett (Suz); 2. Rick Draper (Kaw); 3. Cass Morgan (Hon); 4. Scott Zimmerman (Suz).
125 PRO: 1. Drei Dirks (Hon); 2. Rick Kantala (Kaw).
125 INT: 1. Mike Paterno (Hon); 2. Erik Anderson (Hon); 3. Alex McFlyca (Suz); 4. Martin Seriano (Yam).
25+ JR: 1. Fodd Miller (Suz); 2. Paul Miller (Hon).
125 JR: 1. Bruce Sylvester (Suz); 2. Derek Geist (Hon); 3. Darren Curtis (Suz); 4. Jocko Meyer (Suz).
VINT 1978: 1. Darrin Hamby (Suz); 2. Ken Stempl (KTM); 3. Joe Roberts (Yam); 4. Jocko Meyer (Suz).
250 BEG: 1. Derek Robinette (Suz); 2. Dan Wood (Hon); 3. Alan Violette (Suz); 4. Ken Beaver (Hon).
250 JR: 1. Dave Clayden (Hon); 2. Mike Horton (Hon); 3. Jeff Thompson (Hon); 4. Jason Cobb (Hon).
80 BEG: 1. Matt Smith (Yam); 2. Jared Rolan (Suz); 3. Jeremy Matley (Suz); 4. Matt Moraine (Hon).
80 JR: 1. Rob Sheldon (Suz); 2. Dylan Guthrie (Suz); 3. Jake Zukowski (Suz).
80 INT: 1. Jason Matthews (Suz); 2. Jason Tice (Hon).
80 9-11: 1. Will Smith.
60 0-8: 1. Bryan Allen (Kaw).
60 9-11: 1. Nick Beaver (Kaw); 2. Garrett Smith (Kaw); 3. Bryan Beaver (Kaw); 4. Corey Gutterud (Kaw).
P/W: 1. Chad Gutterud (Yam); 2. Hunter Johnson (Yam); 3. Douglas Hamby (Yam).



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MARCH 23rd & 24th, 1991

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SATURDAY — MARCH 23rd

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- AMA & Dist. 36 Rules Apply
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2. Riding Number, Riding Classification, Class, Bike Size
3. Money Order, Cashier's Check, Personal Check
4. Notarized if Under 18 Years of Age

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- Saturday, March 23
Ages 7-12 \$3.00 13 & over \$5.00
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Ages 7-12 \$3.00
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City _____ State _____ Expires _____

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I hereby agree to conform and to comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and A.M.A. District 36.

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IN CONSIDERATION OF permission to enter for any purpose the NON-PUBLIC AREA (defined as any area to which admission is not open to the general public, including but not limited to, pit areas, judging areas, special promotional areas, racing surfaces, walkways, officials' and participants' areas, etc.) of the above location, and/or in further consideration of permission to observe and/or participate in the above-described event in any capacity whatsoever, I hereby understand and agree as follows:

1. I RELEASE, DISCHARGE AND AGREE NOT TO SUE the American Motorcycle Association, its officers, trustees, employees and agents, event officials, promoters, sponsors, motorcycle owners, riders, mechanics and pit crew, and owners and lessees of premises used in connection with the event, and each of their respective employees and agents, from all claims, demands, actions, causes of action, liability loss or injury (including death) of whatsoever kind, nature or description that may arise to my person and property, in any way resulting from or arising in connection with the above-described event while I am in the NON-PUBLIC AREA;
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If any portion of this Release, Assumption of Risk and Indemnity Agreement is held invalid, the balance shall notwithstanding continue in full legal force and effect.

I HAVE READ AND VOLUNTARILY SIGN THIS RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, and I certify that no oral representation, statements or inducements apart from the foregoing written agreement have been made.

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE ABOVE CONDITIONS.

(Sign In Ink)
Rider's Signature _____ Rider's Age _____

IF RIDER IS UNDER 18 YEARS OF AGE, PARENT OR GUARDIAN MUST SIGN AND HAVE ENTRY BLANK NOTARIZED BY OFFICIAL NOTARY PUBLIC FOR PERMISSION TO RIDE. (Sign In Ink)
Parent or Guardian's Signature _____

Mail Entries To:

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

- 3/24 Suzuka, Japan
4/7 Eastern Creek, Australia
4/21 Laguna Seca, USA
5/12 Jerez, Spain
5/19 Monza, Italy
5/26 Hockenheim, Germany
6/9 Salzburgring, Austria
6/16 Rijeka, Yugoslavia
6/29 Assen, Holland
7/21 Paul Ricard, France
8/4 Donington Park, Great Britain
8/18 Misano, San Marino
8/25 Brno, Czechoslovakia
9/8 Interlagos, Brazil
9/29 Shah Alam, Malaysia

World C'ship Superbike Road Race Series

- 4/1 Donington Park, Great Britain
4/18 Jarama, Spain
5/26 Interlagos, Brazil
6/2 Mosport, Canada
6/9 Brainerd, USA
6/30 Osterreich, Austria
8/4 Misano, San Marino
8/11 Anderstorp, Sweden
8/25 Sugo, Japan
9/1 Shah Alam, Malaysia
9/15 Hockenheim, Germany
9/29 Magny Cours, France
10/6 Monza, Italy
10/19 Philip Island, Australia

World C'ship Endurance Road Race Series

- 4/12 LeMans, France
7/14 Spa, Belgium
7/28 Suzuka, Japan
8/4 Javor, Malaysia
9/22 LeCastellet, France
9/29 Donington Park, Great Britain
10/20 Philip Island, Australia

World C'ship Observed Trials Series

- 4/7 Sin Especificar, Luxemburg
4/21 Blackburn, Great Britain
4/27 Newowards, Ireland
5/16 Bielstein, Belgium
6/2 Cierp-Gaud, France
6/9 Viella, Spain
6/23 Myslenice, Poland
6/30 Pietsing, Austria
7/7 Cervina, Italy
8/23 Helsinki, Finland
9/1 Gothenberg, Sweden
9/15 Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

- 4/21 Arco, Italy
4/28 Toulon/Arroux, France
5/5 Markello, Holland
5/26 Kaposvar, Hungary
6/2 Roggenburg, Switzerland
6/9 Genk, Belgium
6/23 Hatherton, Great Britain
6/29 Killinichy, Ireland
7/14 Amatitlan, Guatemala
7/21 Campos do Jordao, Brazil
8/4 Riel, Germany
8/18 Suzuka, Japan

World C'ship 250cc MX Series

- 4/7 Mill, Holland
4/28 Dalecin, Czechoslovakia
5/5 Schwanenstadt, Austria
5/12 Mantova, Italy
5/26 Hyvinkaa, Finland
6/16 Bandassera, San Marino
6/23 Arbis, France
6/30 Nismes, Belgium
7/14 Unadilla, USA
7/21 Maracay, Venezuela
8/4 Motola, Sweden
8/18 Suzuka, Japan

World C'ship 500cc MX Series

- 4/14 Payerne, Switzerland
4/21 Sittendorf, Austria
4/28 Ruskeasanta, Finland
5/5 Vissefjärda, Sweden
5/12 Castelnau de Levis, France
6/2 Norg, Holland
6/30 Esantaoglia, Italy
7/7 Hawkstone Park, Great Britain
7/21 Reutlingen, Germany
8/4 Namur, Belgium
8/11 Kohlenberg, Luxemburg
8/25 San Bernardino, CA, USA

World C'ship Enduro Series

- 4/20-21 Alp, Spain
4/27-28 St. Marcel d'Ardeche, France
6/1-2 Jaemsae, Finland
6/8-9 Vimmerby, Sweden
6/22-23 La Rufina, Italy

- 6/29-30 Borgo Maggiore, San Marino
7/20-21 Kielce, Poland
7/27-28 Munster, Germany

Int'l Six Days Enduro

- 9/2-7 Brezova, Czechoslovakia

Motocross des Nations

- 9/15 Valkenswaard, Holland

Trial des Nations

- 9/22 Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

- 3/9 Daytona Beach, FL ST
4/6 Sacramento, CA M
5/11 Pomona, CA HM
5/19 San Jose, CA M
5/26 Springfield, IL M
6/8 Louisville, KY HM
6/29 Lima, OH HM
7/13 Hagerstown, MD HM
7/20 Parkersburg, WV HM
7/27 Oklahoma City, OK HM
8/4 Peoria, IL TT
8/7 Rapid City, SD HM
8/24 Indianapolis, IN M
9/1 Springfield, IL M
9/15 San Jose, CA M
10/5 Pomona, CA HM
10/12 Sacramento, CA M
Info 614/891-2425

AMA Camel Supercross Series

- 2/9 San Diego, CA
2/23 Atlanta, GA
3/9 Daytona Beach, FL
3/16 Tempe, AZ
4/6 St. Petersburg, FL
4/13-14 Pontiac, MI
4/20 Charlotte, NC
4/27 Dallas, TX
5/4 Las Vegas, NV
5/18 TBA, NY
6/1 Boston, MA
6/15 San Jose, CA
6/22 Los Angeles, CA
Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

- 3/3 Gainesville, FL
3/24 Sacramento, CA
5/26 Mt. Morris, PA
7/7 Buchanan, MI
7/21 Axton, VA
7/28 Troy, OH
8/4 Southwick, MA
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

- 8/11 Millville, MN
9/1 Washougal, WA
9/22 Binghamton, NY
9/29 Delmont, PA
10/6 Budds Creek, MD
10/13 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

- 3/1-10 Daytona Beach, CA
5/17-19 Braselton, GA
6/14-16 Loudon, NH
6/28-30 Elkhart Lake, WI
7/4-6 Charlotte, NC
7/20-21 Miami, FL
8/2-4 Lexington, OH
9/6-8 Topeka, KS
9/20-22 Rosamond, CA
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

- 8/31 Everett, PA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

- 2/17 Coalinga, CA
3/17 Pitkin, LA
4/14 McArthur, OH
5/5 Union, SC
7/14 Perkinston, MS
9/22 New Waverly, TX
10/13 Redding, CA
10/27 Bear, DE
11/3 Morrison, IL
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

- 2/24 Rockne, TX
3/24 Hurricane Mills, TN
4/7 Cadiz, KY
4/21 Redding, CA
6/9 West Greenwich, RI

- 6/30 Ketchum, ID
7/21 Flat River, MO
7/28 S. Edmonston, NY
9/29 Lynnvile, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

- 2/10 Ridgcrest, CA
3/23 Lucerne Valley, CA
4/14 Jericho, UT
5/5 Las Vegas, NV
9/15 Craig, CO
9/29 Wendover, UT
10/20 Wells, NV
* Tentative
Info 614/891-2425

AMA Amateur/Youth Nat'l Dirt Track C'ship

- TT Scrambles Final
7/12-13 Peoria, IL
Short Track Final
7/9-10 Peoria, IL
Half Mile Final
7/6-7 Henry, IL
Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

- 2/10 San Diego, CA
2/24 Atlanta, GA
3/4 Gainesville, FL
3/17 Phoenix, AZ
4/7 St. Petersburg, FL
4/13-14 Pontiac, MI
4/21 Charlotte, NC
4/27 Dallas, TX
5/5 Las Vegas, NV
5/18 E. Rutherford, NJ
6/2 Foxboro, MA
6/16 San Jose, CA
6/23 Los Angeles, CA
Info 813/822-8929

AMA/CCS Regional C'ship Road Race Series

- Great Lakes Region
4/13-14 Grattan, MI
4/27-28 Elkhart Lake, WI
5/11-12 Beloit, IL
6/15-16 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Beloit, IL
8/24-25 Beloit, IL
9/14-15 Grattan, MI
10/5-6 Grattan, MI

South Florida Region

- 2/28-3/3 Daytona, FL
3/16-17 W. Palm Beach, FL
4/6-7 Savannah, GA
4/28 W. Palm Beach, FL
5/27 W. Palm Beach, FL
6/29-30 Savannah, GA
7/13-14 W. Palm Beach, FL
8/3-4 Savannah, GA
8/17-18 W. Palm Beach, FL
8/31-9/1 Savannah, GA
9/21-22 W. Palm Beach, FL
8/28-29 Braselton, GA
10/19-20 W. Palm Beach, FL
12/15 W. Palm Beach, FL

Southeast Region

- 2/9-10 Savannah, GA
2/28-3/3 Daytona, FL
4/6-7 Savannah, GA
5/25-26 Savannah, GA
6/29-30 Savannah, GA
8/3-4 Savannah, GA
8/31-9/1 Savannah, GA
9/28-29 Braselton, GA

Mid Atlantic Region

- 5/11-12 Summit Point, WV
5/25-26 Savannah, GA
6/22-23 Summit Point, WV
7/20-21 Summit Point, WV
9/14-15 Summit Point, WV
8/28-29 Braselton, GA

Midwest Region

- 4/6-7 Beloit, IL
4/27-28 Elkhart Lake, WI
5/11-12 Beloit, IL
6/1-2 Beloit, IL
6/15-16 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Beloit, IL
8/24-25 Beloit, IL
9/7-8 Beloit, IL
10/5-6 Grattan, MI

Salt Lake Region

- 5/5 Bonneville, UT
5/27 Bonneville, UT
7/7 Bonneville, UT
9/1 Bonneville, UT
10/6 Bonneville, UT

Southwest Region

- 3/2-3 Las Vegas, NV
3/30-31 Chandler, AZ
4/27-28 Las Vegas, NV
5/25-26 Chandler, AZ

WISECO/YAMAHA/YOKOHAMA National Cross Country Series



1991 Schedule of Events

March 9/10	Shelby, NC
March 23/24	Hurricane Mills, TN
April 13/14	Boyer, PA
April 27/28	Brownsville, PA
May 11/12	Beckley, WV
June 1/2	Buckhannon, WV
June 15/16	Davis, WV
June 29/30	Charlotte, NC
August 24/25	Waterford, OH
September 7/8	Millfield, OH
Sept. 21/22	Bunner Ridge, WV
October 5/6	Elkins, WV
Oct. 19/20	Mt. Morris, PA
Nov. 9/10	Greeneville, TN

Saturday Quads, Sunday Bikes

SATURDAYS QUADS RACE - 1 PM	Entries and Information RACER PRODUCTIONS Rt 7 Box 459 Morgantown, WV 26505 PHONE (304) 594-1157
SUNDAYS BIKES RACE - NOON	

YAMAHA **YOKOHAMA**



SUNDAY FEBRUARY 17, 1991 Glen Helen Cycle Park

Don't
Miss
It!

Membership
Not
Required

Each
Class Race
45 Minutes

20% Trophies
Superb
Finisher Pins
Cash To Pros

MAIL ENTRY	\$20
Non-Member	\$25
POST ENTRY	\$25
Non-Member	\$30

Mail entries and two (2) legal self-addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB, 37045 Ran Drive, Palmdale CA 93550
No post entry penalty for 2nd class entered
1991 CRC Membership Available for Info Call (805) 272-8889



DE ANZA CYCLE PARK
1991 RACE SCHEDULE
100% PRO PAYBACK
Sun. Feb. 10 DRC MX
No Membership Required
Sun. Feb. 17 Top Gun MX
No Membership Required
Sun. Feb. 24 Stadium Cross
No Membership Required
Sun. Mar. 10 DRC MX
No Membership Required

Park Is Open 7 Days A Week For MX Practice
& Open Trail Riding 8:30 A.M. - 5:30 P.M.
MX Track Is Prepared & Watered Every
Saturday For Practice 7:30 A.M. - 5:00 P.M.
Sunday Gates Open 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

Family Enduro

SCEC Rides Again

MINI SERIES

February 10	Series Schedule
Candy Ass	February 10
Barstow	March 10
9 A.M. Start	April 7
Team Challenge	April 28

Info: (714) 689-6114

RODGLIN
MOTO CROSS
February 17th De Anza
Motorcycles - Quads - Stadium Cars - Pee Wees
40% Trophies
(714) 371-6333

CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun. Feb. 10 MX LA County Raceway
Sun. Feb. 17 GP Glen Helen
Diamond Head
Sun. Feb. 24 MX LA County Raceway
Sun. Mar. 3 MX Sunrise
Next Vintage Race
Sun. Feb. 17 GP Glen Helen
Diamond Head
****Open Practice****
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

CALENDAR

OMRRA C'ship Road Race Series

4/6-7	Portland, OR
5/18-19	Portland, OR
6/8-9	Portland, OR
8/18	Portland, OR
9/21-22	Portland, OR
10/20	Portland, OR
Info 503/221-1487	

MRA Road Race Series

5/5	Second Creek, CO
5/19	Mountain View, CO
6/9	Pueblo, CO
6/23	Second Creek, CO
7/7	Second Creek, CO
7/21	Mountain View, CO
8/4	Pueblo, CO
8/18	Mountain View, CO
9/14-15	Steamboat Springs, CO
9/29	Second Creek, CO
Info 303/789-2429	

CRRA C'ship Road Race Series

5/4-5	Brainerd, MN
5/18-19	Brainerd, MN
6/28-29	Brainerd, MN
9/14-15	Brainerd, MN
Info 612/332-4070	

HDRA/SCORE Int'l Desert Racing Series

3/1-3	Nissan 400 Las Vegas, NV
4/5-7	San Felipe 250 San Felipe, B.C., MEX
6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX
Info 818/889-9216	

Golden Crown of Baja Series

2/8-10	Gran Carrera de San Felipe San Felipe, B.C., MEX
3/15-17	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/17-19	Gran Carrera de Tecate Tecate, B.C., MEX
7/26-28	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22	Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750	

Grans Prix de Baja Series

2/23	Mexicali Gran Prix Mexicali, B.C., MEX
4/13	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/1	Tecate Gran Prix Tecate, B.C., MEX
10/5	Ensenada Gran Prix Ojos Negros, P.C., MEX
11/2	San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750	

SUDS Off-Road Series

3/9-10	Tecate, Baja, MEX
4/20-21	San Bernardino, CA
5/25-26	Tecate, Baja, MEX
6/15-16	San Bernardino, CA
7/13-14	Tecate, Baja, MEX
8/17-18	San Bernardino, CA
10/19-20	Tecate, Baja, MEX
11/16-17	San Bernardino, CA
Info 818/340-5750	

Sabine Enduro Circuit

3/10	String Prairie, TX
3/TBA	Leesville, LA
4/7	Nacogdoches, TX
Info 409/722-7926	

High Plains Enduro Circuit

2/10	Carlsbad, NM
2/24	Odessa, TX
3/24	San Angelo, TX
4/14	Post, TX
Info 806/795-1218	

Black-Jack Enduro Circuit Series

2/17	Kirby, AR
3/24	Cass, AR
4/28	Tulsa, OK
5/5	Chadwick, MO
5/19	Flat River, MO
6/9	Texarkana, TX
7/28	Goodman, MS
8/11	Breezy Hill, LA
9/15	Little Rock, AR
9/29	Stillwater, OK
10/13	Tulsa, OK
10/27	Oklahoma City, OK
Info 903/832-5323	

RMEC Enduro Series

2/17	Phoenix, AR
5/5	Chadron, NE
5/26	Limon, CO
6/9	Buena Vista, CO
6/23	Woodland Park, CO
7/14	Walden, CO

7/21	Del Norte, CO
8/4	Steamboat Springs, CO
9/29	Cloudcroft, NM
Info 307/742-4136	

South Texas Hare Scramble Series

2/10	DBSA Zars Ranch, TX
2/24	AMSA Rockne, TX
3/10	DBSA New Berlin, TX
Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339	

Texas State C'ship Enduro Series

2/24	Midland, TX
3/10	San Antonio, TX
3/24	Sweetwater, TX
4/7	Nacogdoches, TX
Info 817/540-0094	

CRRC Road Race Series

2/16-17	Monterrey, MEX
3/16-17	Henderson, TX
4/6-7	Henderson, TX
5/4-5	San Angelo, TX
6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/17-18	Henderson, TX
9/14-15	San Angelo, TX
10/12-13	Henderson, TX
10/30-11/3	Grand Nat'l
Final Braselton, GA	
* Tentative	
Info 713/342-9032	

Mike Kidd Nat'l Arenacross Series

2/8-10	San Francisco, CA
2/15-17	El Paso, TX
3/1-3	Denver, CO
Info 817/433-5587	

USBA C'ship Road Race Series

5/5	Salt Lake City, UT
6/9	Salt Lake City, UT
7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/5-6	Salt Lake City, UT
Info 801/973-9091	

MTEG Off-Road C'ship GP Series

2/23	San Diego, CA
3/23	Pasadena, CA
4/13	Phoenix, AZ
4/27	Seattle, WA
5/18	Dallas, TX
7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA
* Tentative	
Info 714/938-4100	

CMC Golden State Nationals

2/9-10	San Bernardino, CA
Info 714/261-6116	

AFM Road Race Series

3/30-31	Sears Point, CA
5/25-26	Sears Point, CA
6/15-16	Sears Point, CA
6/29-30	Sears Point, CA
7/13-14	Sears Point, CA
8/10-11	Sears Point, CA
8/31-9/1	Sears Point, CA
10/20	Sears Point, CA
Info 415/537-8208	

NMA Mini Road Race Series

2/17	Riverside, CA
3/3	Amago, CA
3/17	Riverside, CA
4/7	Riverside, CA
4/28	Amago, CA
5/19	Amago, CA
6/2	Riverside, CA
6/9	Amago, CA
7/7	Riverside, CA
7/28	Amago, CA
8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
12/4	Amago, CA
Info 213/864-5214	

GFI California Winter Series

North-South Showdown	
2/17	Huron, CA
2/24	Perris, CA

GFI Amateur Supercross Series

2/10	San Diego, CA
3/17	Phoenix, AZ
5/5	Las Vegas, NV
6/23	Los Angeles, CA

Cal State C'ship Short Track Series

3/23-24	Tulare, CA
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4/13-14	Visalia, CA
5/11-12	Merced, CA
7/13-14	TBA, CA
8/10-11	Hanford, CA
Info 408/449-7367	

Cal Mid-State C'ship Short Track Series

8/24-25	Hollister, CA
Info 408/449-7367	

NMA Off Road Series

2/24	Bellingham, WA
3/13	Tenino, WA
4/14	Olympia, WA
4/21	Mt. Vernon, WA
6/9	Bellingham, WA
8/17-18	Bellingham, WA
9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA
Info 206/724-7515	

NMA Enduro Series

3/10	Shelton, WA
4/7	Belfair, WA
5/19	Tenino, WA
7/21	Chehalis, WA
7/27	Mt. Vernon, WA
9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA
Info 206/724-7515	

FEBRUARY	S	M	T	W	T	F	S
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17	18	19	20	21	22	23	
24	25	26	27	28			

MARCH	S	M	T	W	T	F	S
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3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	29	30	
31							

• Denotes Pro Payback

February 8-9

OREGON ARENACROSS
MXNW Series. Oregon State Fairgrounds, Salem. Info 503/928-4474.
SOUTH DAKOTA SHORT TRACK
• Motorsports of America. Civic Center, Sioux Falls. Info 1-800-544-8714.

February 8-10

CALIFORNIA ARENACROSS
• Mike Kidd Promotions. California Indoor MX C'ship. Cow Palace, San Francisco. Info 817/433-5587.
MEXICO DESERT RACE
Golden Crown of Baja Off-Road Desert Series. San Felipe, B.C. Info 818/340-5750 or 992-8355.

February 9

CALIFORNIA MOTOCROSS
Ventura Fairgrounds Raceway. Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway. Perris. Info 714/788-5853.
CALIFORNIA SUPERCROSS
• AMA Camel Nat'l C'ship SX Series. Jack Murphy Stadium, San Diego. Info 1-900/468-4787.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
TEXAS ARENACROSS
B & S Racing. Lake Houston Raceway Park, Lufkin. Info 713/689-2044.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1781 or 535-6911.

February 9-10

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals. Glen

Helen OHV Park, San Bernardino. Info 714/261-6116.
IDAHO MOTOCROSS
Owyhee MC Clubgrounds, Boise. Info 208/939-0815 or 939-8821.

February 10

ALABAMA MOTOCROSS
County Line Raceway, Orlando. Info 205/477-6848.
ARIZONA MOTOCROSS
● CMC Desert States Classic Series. Phoenix Raceway Park, Phoenix. Info 602/971-0203.
CALIFORNIA SUPERCROSS
GFI Amateur Supercross Series #2. San Diego Stadium, San Diego. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● CRC L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
DRC DeAnza Cycle Park, Sunny-mead. Info 714/242-5840.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/P & J Promotions. European H.S. Hollister Hills SVRA, Hollister. Info 408/249-4336.
CALIFORNIA SWAP MEET
J & P Promotions. L.A. County Fairgrounds, Pomona. Info 319/462-4605.
CALIFORNIA ENDURO
SCEC Candy Ass Family Enduro. Barstow. Info 714/689-6114.
CALIFORNIA HARE & HOUND
AMA/D-37/4 Aces MC. Charlie's Place, Red Mountain. Info 818/348-5286.
FLORIDA MOTOCROSS
West Florida MX, Milton. Info 904/994-4606 or 994-0827.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
ILLINOIS ICE RACE
● AMA/Northern IL Ice Racing Assn. Lake Marie, Antioch. Info 708/244-6874.
ILLINOIS SWAP MEET
J & P Swap Meet Promotions. 10th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-4605.
INDIANA ICE RACE
J & M Racing, Inc. South Pine Lake, La Porte. Info 219/324-7180.
LOUISIANA MOTOCROSS
Miller's Good Time MX Park, Chataignier. Info 318/898-2125.
MARYLAND MOTOCROSS
AMA/D-7 & 13/Southern MD Dirt Riders. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEW MEXICO ENDURO
High Plains Enduro Circuit. Hackberry Enduro, Carlsbad. Info 806/795-1218.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NEW YORK ICE RACE
● Tri-State MC. NYS C'ship Series. Lembo Lake, Modena. Info 914/564-4814 or 564-5400.
NEW YORK ICE RACE
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
TENNESSEE HARE SCRAMBLE
Mid-South C'ship Series. Clarks-ville. Info 615/331-1475.
TENNESSEE SHORT TRACK
Elite Race Promotions. The Show Place Arena, Memphis. Info 901/386-3256.
TEXAS HARE SCRAMBLES
AMA/South Texas H.S. Series/DBSA. Zars Ranch. Info 512/438-7594.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
MXNW Series. Woodland MX park, Woodland. Info 206/225-8219.
WISCONSIN SWAP MEET
11th Annual Swap Meet. Down-town Civic Center, Eau Claire. Info 715/834-8389.

February 15-17

PENNSYLVANIA SPRINTS/SUPERCROSS
13th Annual Motorama Arena Races & Speed Show. Harrisburg. Info 717/359-4310.
TEXAS ARENACROSS
● Mike Kidd Promotions. International AX C'ship. County Coliseum, El Paso. Info 817/433-5587.

February 15-18

MEXICO OFF ROAD
Family Baja Trail Riding/SO. Cal. Off Road. Rancho Santa Veronica O.R.P., Tecate, B.C. Info 213/437-8466.

February 16

CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. 150 King of the Desert H.S. Superstition C'ship Series, #1. Lake Superstition, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Peris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Alcoa. Info 409/925-4232.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ARENACROSS
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.
WYOMING SHORT TRACK
● Motorsports of America. Casper. Info 1-800-544-8714.

February 16-17

CALIFORNIA TRIALS
AMA/PITS C'ship Series. Patter-son. Info 916/723-9560.

February 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Cane Creek MX Park, Heflin. Info 205/463-5470 or 253-2666.
ARIZONA ENDURO
AMA/RMEC/AZ Trail Riders. Phoe-nix. Info 602/439-0660.
CALIFORNIA MOTOCROSS
● GFI Winter Series North-South Showdown. Huron Cycle Park, Huron. Info 714/788-5853.
CALIFORNIA MARATHON
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA GRAND PRIX
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
AMA/D-36/Salinas Ramblers MC. Quicksilver Nat'l Enduro. Clear Creek Management Area, Coalinga. Info 408/449-4608.
CALIFORNIA MOTOCROSS
● Top Gun. DeAnza Cycle Park, Sunny-mead. Info 714/242-5840.
CALIFORNIA TRIALS
AMA/SDTR/ATA C'ship Round 3. McCain Valley OHV Area, Boulevard. Info 213/259-6631.
CALIFORNIA MOTOCROSS
CMC. Barona Oaks, Ramona. Info 619/444-8116.
FLORIDA MOTOCROSS
Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
Echconnex MX, Macon. Info 912/788-8227 or 935-5420.
ILLINOIS ICE RACE
● AMA/Northern IL Ice Racing Assn. Lake Marie, Antioch. Info 708/244-6874.
INDIANA ICE RACE
J & M Racing Club, Inc. South Pine Lake, La Porte. Info 219/324-7180.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW MEXICO DESERT RACE
Prairie Dawgs MC Tarantula 100. Red Sands, Alamogordo. Info 505/434-0454.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NEW YORK ICE RACE
● AMA/Tri-State MC. NYS C'ship Series. Lembo Lake, Modena. Info 914/564-4814 or 564-5400.
NEW YORK ICE RACE
Empire State Ice C'ship. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK ICE RACE
AMA/Hague Winter Carnival. North Pond, Hague. Info 518/543-6441.
NORTH CAROLINA MOTOCROSS
● S.E. MX Assn. 8th Annual Carolina Winter Series. Montrose MX Track, Raeford. Info 919/875-3805.

OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.
OHIO ICE RACE
● AMA Invitational Pro Indoor Ice Race/Half Mile Cycle Race Corp. Cincinnati Gardens, Cincinnati. Info 616/941-0815.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn. OK Corral, Harrah. Info 918/445-0671 or 627-3715.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Possum Fork H.S. Johnsonville. Info 803/394-3747.
TENNESSEE POKER RUN
Knobby Trax. Greenville. Info 615/753-5819.
WASHINGTON MOTOCROSS
Olympic Penninsula MC club-grounds, Port Angeles. Info 206/452-5324.

February 22-23

OREGON ARENACROSS
MXNW Series. Oregon State Fair-grounds, Salem. Info 503/928-4474.

February 23

CALIFORNIA GRAND PRIX
● MTEG Off-Road C'ship GP Series. Jack Murphy Stadium, San Diego. Info 714/938-4100.
CALIFORNIA MOTOCROSS
Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
● AMA Camel Nat'l C'ship SX Series. Fulton County Stadium, Atlanta. Info 1-900/468-4787.
IDAHO MOTOCROSS
Winter MX Series. Owyhee MC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
MEXICO GRAND PRIX
Grans Prix de Baja Series. Mexicali GP, Mexicali, B.C. Info 818/340-5750 or 992-6355.
WASHINGTON SHORT TRACK
Pro Sports Promotions, Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

February 23-24

CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides Hi Desert 250. Ridgecrest. Info 714/970-8666.

February 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship H.S. Series. Cullman. Info 615/331-1475.
ARIZONA MOTOCROSS
● CMC Desert States Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA MOTOCROSS
● GFI Winter Series North-South Showdown. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● CRC L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA GRAND PRIX
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA STADIUMCROSS
● DeAnza Cycle Park, Sunny-mead. Info 714/242-5840.
CALIFORNIA MOTOCROSS/
SHORT TRACK
AHRMA Nor Cal Vintage MX Series & Short Track. Sandhill Ranch, Brentwood. Info 415/634-3328.
FLORIDA HARE SCRAMBLES
FTR C'ship Series. Orlando. Info 904/796-8654.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cracker 50 H.S. Maxeys. Info 404/922-8234.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
IDAHO SCRAMBLES
European Scrambles. Owyhee MC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
INDIANA ICE RACE
J & M Racing Club, Inc. South Pine Lake, La Porte. Info 219/324-7180.
INDIANA SWAP MEET
J & P Swap Meet Promotions. 4th Annual Parts Extravaganza. Indiana-polis Convention Center, Indianapolis. Info 319/462-4605.
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Downs Fairgrounds, Cedar Rapids. Info 319/462-4605.
KANSAS HARE SCRAMBLES
● KORR One man/two hour HS. Green Acres Raceway, Marion. Info 316/945-8221.
LOUISIANA MOTOCROSS
Miller's Good Time MX Park, Chataignier. Info 318/898-2125.
MARYLAND MOTOCROSS
AMA/D-7 & 13/Southern MD Dirt Riders. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN ICE RACE
AMA/D-14/Valley Trail Riders MC. Gladwin Ice Carnival Grounds, Albright Shores. Info 517/754-5842.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
● CMC Silverstate Raceway, Carson City. Info 916/695-2727.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979 or 372-1526.
NEW YORK ICE RACE
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO VINTAGE SWAP MEET
Northern Ohio Classic Cycle Club British/European Swap Meet/Show. Burbank Auction Barn, Burbank. Info 216/543-5034.
OHIO HARE SCRAMBLE
AMA. Dirt Country MX Park, Blanchester. Info 513/791-8970.
OREGON MOTOCROSS
MXNW Series. Clarks Branch, Roseburg. Info 503/673-1671.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TEXAS ENDURO
Texas State C'ship Enduro Series. Permian Basin Club Odessa Enduro. Odessa. Info 915/683-1905.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/AMSA. Rockne. Info 512/892-5026.
TEXAS HALF MILE
● AMA Pre-Daytona Half Mile. Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ROUGH SCRAMBLES
Centralia Mudslingers MC, Tenino. Info 206/736-0166.
WASHINGTON OFF ROAD
NMA Off Road Series. Filthy Pup Hare Scrambles, Mount Baker MC, Bellingham. Info 206/724-7515.

March 1-3

COLORADO ARENACROSS
● Mike Kidd Promotions. Colorado AX C'ship. Denver Coliseum, Denver. Info 817/433-5587.
MICHIGAN MOTOCROSS
Livonia Jaycees/BBC Inc./Nisho-nian Ent. Livonia County Bowl, Livonia. Info: Ask for Hank, 313/255-2582.
NEVADA DESERT RACE
● HDRA/SCORE Int'l Desert Race Series. Nissan 400. Las Vegas. Info 213/540-5001.

March 1-10

FLORIDA ROAD RACES
● AMA Nat'l C'ship Road Race Series. Daytona Int'l Speedway, Daytona Beach. Info 614/891-2425.

March 2

CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway.

Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
Owyhee MC. Canyon County Fair Bldg., Caldwell. Info 208/888-7357.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Alcoa. Info 409/925-4232.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ARENACROSS
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

March 2-3

FLORIDA TRIALS
FTA. Crooms Motorcycle Park, Brooksville. Info 407/876-1214.
FLORIDA DRAGS
● Dragbikel Nat'l C'ship Series. Nat'l Opener. Miami Hollywood Speedway, Miami. Info 315/735-1661.
NEW YORK MOTOCROSS
Long Island Sports Committee. Westampton Raceway, Long Island. Info 516/728-7727.

March 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
● CMC Desert States Classic Series. Yuma Raceway, Yuma. Info 602/726-1448.
CALIFORNIA MOTOCROSS
● CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Argyle Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunny-mead. Info 714/242-5840.
CALIFORNIA ENDURO
Chaparrals MC Coyote Derby Enduro. Teagle Wash, Red Mountain. Info 714/528-3007.
CALIFORNIA GRAND PRIX
● Doublecross GP. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA MOTOCROSS
CMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
COLORADO VINTAGE MX
CMTRA. Colorado Springs. Info 719/473-8888 or 630-1758.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
MINNESOTA SWAP MEET
J & P Swap Meet Promotions. 4th Annual Parts Extravaganza. St. Paul Civic Center, St. Paul. Info 319/462-4605.
NEVADA MOTOCROSS
● CMC Silverstate Raceway, Carson City. Info 916/695-2727.
NORTH CAROLINA MOTOCROSS
● S.E. MX Assn. 8th Annual Carolina Winter Series. Montrose MX Track, Raeford. Info 919/875-3805.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn. OK Corral, Harrah. Info 918/445-0671 or 627-3715.
OREGON MOTOCROSS
MXNW Series. Eugene MX Track, Eugene. Info 503/686-0661.

SOUTH CAROLINA ENDURO
SETRA C'ship Series. Sandlapper Enduro. Pelion. Info 803/356-4558.
WASHINGTON OFF ROAD
NMA Off Road Series. Brown Water H.S. Roadrunners MC, Johnson Creek, Tenino. Info 206/724-7515.

March 9

CALIFORNIA MOTOCROSS
Coors/Kawasaki Winter MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
MISSOURI MOTOCROSS
Sprouth Patch Competition, Bil-ings. Info 417/744-2593.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

March 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Team 200 H.S. Plaster City West, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CRC L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA GRAND PRIX
● Doublecross GP. DeAnza Cycle Park, Sunny-mead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA ENDURO
AMA/SCEC Hobo Family Enduro. Lucerne Valley. Info 714/689-6114.
CALIFORNIA TRIALS
AMA/PITS C'ship Series. Auburn. Info 916/723-9560.
CALIFORNIA ENDURO
AMA/D-36. Timekeeper Enduro, Clear Creek. Info 415/672-9715.
CALIFORNIA TRIALS
AMA/TT/ATA C'ship Series #3 Observed Trial. Black Canyon, Ramona. Info 213/259-6631.
COLORADO SCRAMBLES
CMTRA Vintage Cowchip Scram-bles. Penrose. Info 303/480-5216 or 420-1177.
FLORIDA ENDURO
SETRA C'ship Series. Oklawaha Enduro, Deland. Info 904/467-9823.
FLORIDA ENDURO
FTR C'ship Series. Olustee. Info 906/796-8654.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
IDAHO MOTOCROSS
Owyhee MC Winter MX. OMC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
LOUISIANA MOTOCROSS
Miller's Good Time MX Park, Chataignier. Info 318/898-2125.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MOTOCROSS
Long Island Sports Committee. Westhampton Raceway, Long Island. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

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110/70 ZR 17 F	113	588	2.75-3.5	212 (467)
120/70 ZR 17 F	122	603	3.0-3.75	236 (520)
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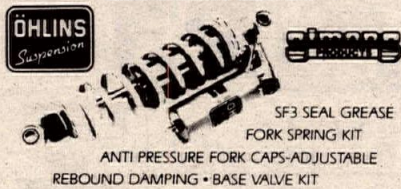
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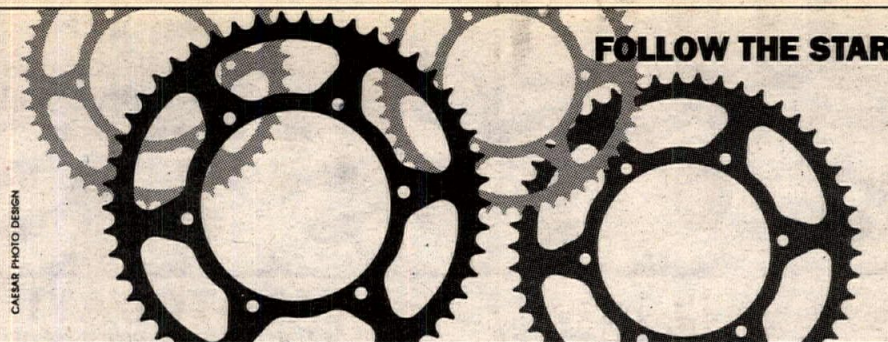
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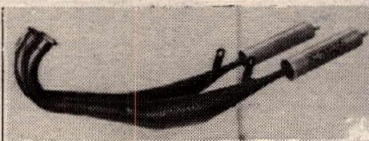
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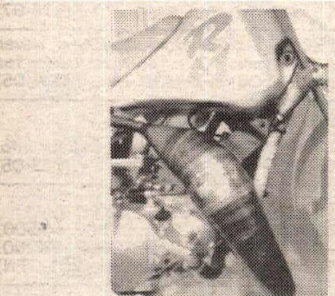
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May 26	Springfield Mile	Springfield, IL
June 8	Louisville Half-Mile	Louisville, KY
June 29	Lima Half-Mile	Lima, OH
July 13	Hagerstown Half-Mile	Hagerstown, MD
July 28	Oklahoma City Half-Mile	Oklahoma City, OK
August 4	Peoria TT	Peoria, IL
August 7	Rapid City Half-Mile	Rapid City, SD
August 24	Indianapolis Mile	Indianapolis, IN
September 1	Springfield Mile	Springfield, IL
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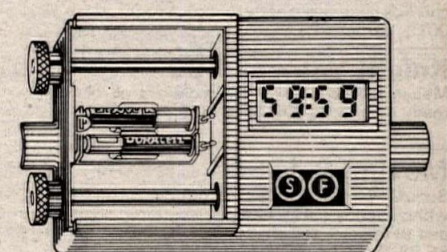
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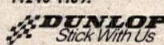
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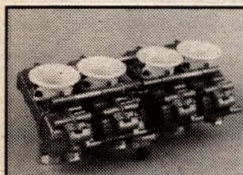
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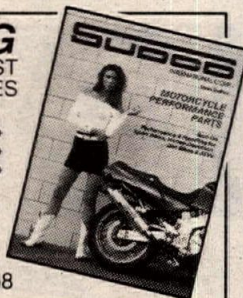
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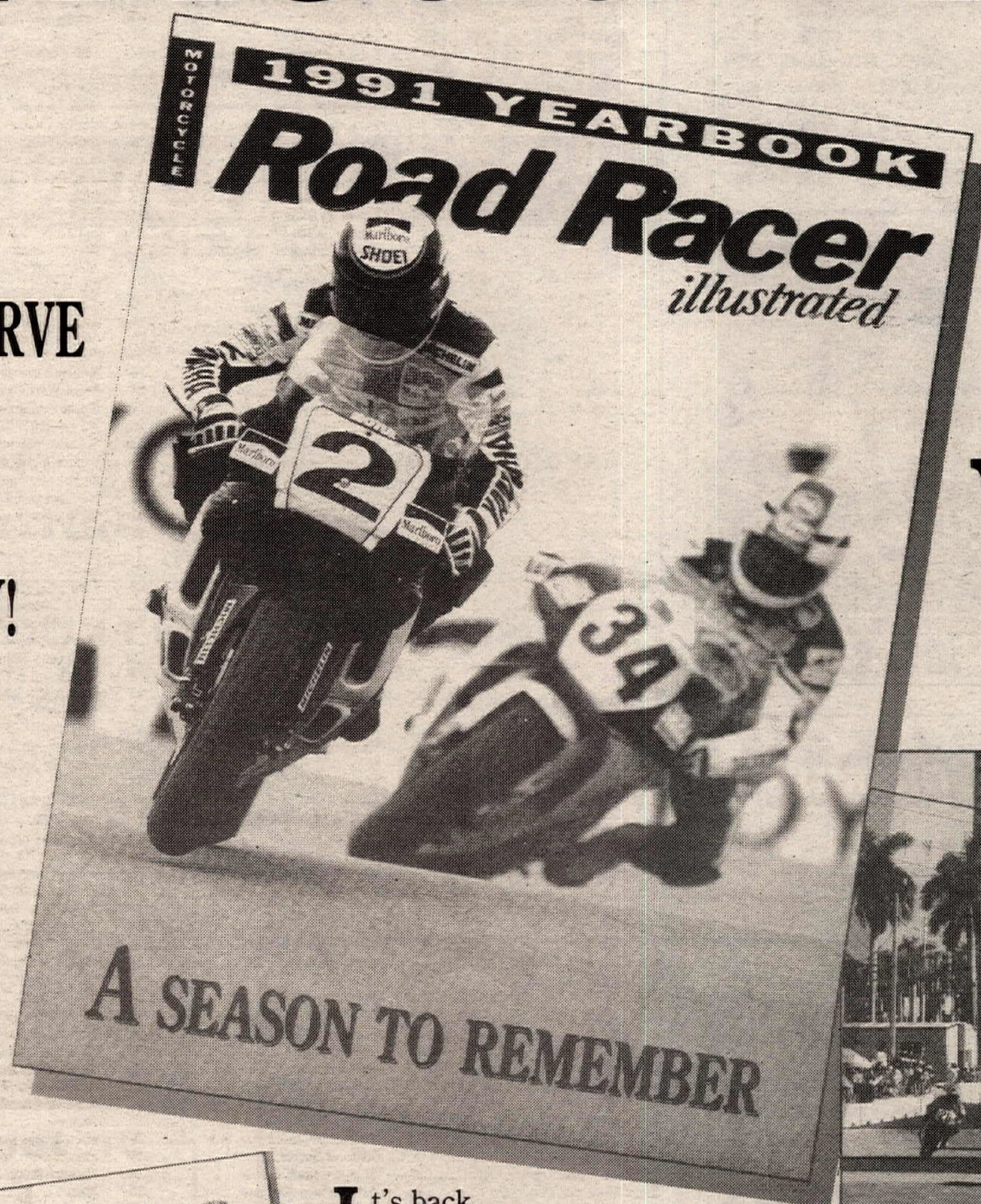
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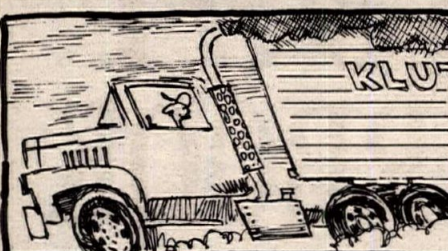
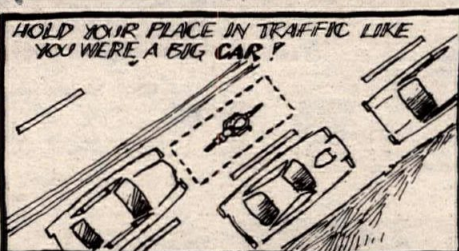
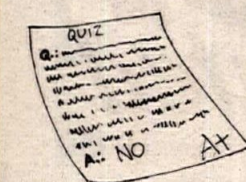
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THE LESSON



RESULTS

Ice Race Electric City Riders Saratoga Lake, NY Jan. 20

By Larry Dagostino

MINI 50	
Thomas Newell	Yam
Derek Mihaley	Yam
Mary Newell	Yam
MINI 80	
Paul Bradley	Suz
Keith Sartorini	Kaw
James Conklin	Kaw
L/W SDAR 0-500	
Ray Vanguilder	Suz
Phil Worthington	Suz
Michael Burnham	Hon
Ronald Daros	Hon
William Haas	Hon
Stuart Besser	Hon
Steve Ritzko	Suz
Thomas Buzi	Suz
James Porcaro	Yam
Pat Giaminielli	Yam
H/W SDAR 501-OVER	
Robert Gerding	Hon
Bill Newell	Hon
Paul Winegar	Kaw
Daniel Welch	Kaw
Edward Rudinger	Nor
Raymond Vanguilder	H-D
Howard Brown	Hon
Gary Harlan	Hon
Eric Kvinaugh	Hon
Dan Haberland	Hon
SR A	
Keith McCafferty	Hon
Joe Cesternine	Bul
SR B	
Robert Skidmore	Hon
Robert Squiglia	Hon
Son Thanh Tran	Bul
Richard Seanan Jr.	Hon
Thomas Robert	Hon
125 AM	
Timothy Weaver	Hon
Daniel Linen	Hon
Stan Nittskie	Hon
Robert Schultz	Hon
Chris Robson	Hon
125 EX	
Robert Weiss	Hon
Jay Skidmore	Hon
Eric Reilly	Hon
250 AM	
Doug Moraski	Hon
Hal Rhinesmith	Yam
Robert Skidmore	Hon

Joseph Demento	Yam
Allain Desrosiers	Suz
250 EX	
Jay Skidmore	Hon
Kenny Dahlin	Hon
Robert Gette	Suz
Keith McCafferty	Hon
Mark Desrosiers	Suz
OPEN AM	
Joseph Meier	Rtx
Robert Norano	Hon
Robert Skidmore	Hon
Michael Clark	Kaw
Scott Parks	Kaw
OPEN EX	
Jay Skidmore	Hon
Kurt Spoonagle	Hon
Bill Newkirk	Hon
Robert Weiss	Rtx
UNSTUD	
John McAuliffe	Hon
Jerry Reckner	Hon
Ronald Dumond	Hon
Richard Howe	Hon

Motocross Burleson MX Pk. Burleson, TX Jan. 27

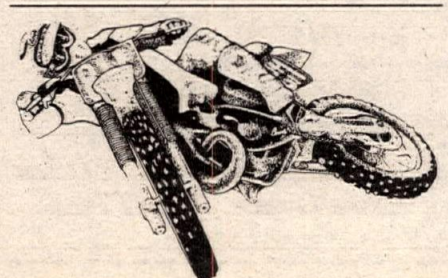
By Kat Spann

50	
Robby Shinn	Yam
Chad Kirkland	Yam
60	
Jacob Jones	Kaw
Jeremy Kirkland	Kaw
Danny Jones	Kaw
Michael Medford	Kaw
Joshua Bridges	Kaw
80 BEG	
Chris Torrance	Kaw
Robbie Staff	Hon
Jason Cook	Kaw
Shelton Weaver	Kaw
Jason Eckhoff	Kaw
80 NOV	
Jeff Smith	Suz
Tommy Rapp	Hon
Travis Spann	Suz
Joe McIntyre	Kaw
125 BEG	
Karl Gauldick	Kaw
Jeff Beas	Kaw
Oliver Benetis	Hon
Joe Walker	Suz
David Moderow	Yam
125 NOV	
Joey Pratt	Suz

Matt Goleman	Suz
Scotty Rice	Kaw
Matt Feil	Hon
Jason Merritt	Suz
125 INT	
Tommy Lee	Kaw
Strip Smith	Hon
Aaron Justus	Suz
250 EX	
Russ Murphy	Yam
125 EX	
Bob Abbott	Hon
Jon Boyett	Suz
125 OPEN	
Joey Pratt	Suz
Strip Smith	Hon
Matt Goleman	Suz
Matt Feil	Hon
Jason Merritt	Suz
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Chris Lott	Hon
Joe Walker	Suz
Danny Elmore	Hon
James Hughes	Kaw
Kyle Brewer	Hon
250 NOV	
Glen Walker	Suz
David Knowles	Kaw
Tracy Hayes	Hon
Mike Bruce Jr.	Yam
Mike Abbott	Hon
OPEN 500	
David Wilson	Hon

Chris Pritchett	Kaw
Paul Bishop	Hon
Chris Scroggins	Hon
Vince Haisler	Kaw
25 NOV	
Daniel Taylor	Hon
Sean Knaack	Kaw
Robert Gallegos	Kaw
Shane McMahon	Kaw
Vernon Patterson	Yam
25 EX	
Barry Callaway	Kaw
Bob Abbott	Hon
Terry Dickey	Hon
30 NOV	
Jeff Testa	Suz
Vernon Patterson	Suz
Ken Watkins	Yam
Jeff Haney	Hon
Russ Wood	Hon
30 INT	
Sean Knaack	Kaw
Jerry Hill	Suz
Rick Humphreys	Hon
Ray Arnold	Hon
Danny Lynch	Hon
30 EX	
Barry Callaway	Kaw
Roger Olson	Kaw
40	
George Cook	Kaw
Jimmy Quick	Kaw
Glen Cribbs	Hon

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Motocross and Supercross videocassettes from Motovideo.

(#65) Motocross des Nations 1989

America's best motocross champions take on the world in this special 60 minute show from Gaidorf, West Germany. Guess who wins! Classic MX action on video. Catch it through Cycle Action Theatre on Motovideo.

(#150) 1990 Gatorback MX Nationals

RJ returns from injuries to score first outdoor win of the season, but not without a fierce battle with Stanton. Kiedrowski repeats '89 victory in 125 action.

(#151) 1990 Sacramento MX Nationals

Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

(#152) 1990 Axton MX Nationals

Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park. Bayle battles with Cooper for the 125 class win.

(#153) 1990 Mt. Morris MX Nationals

Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

(#109) Kamikaze! World Mountain Bike Championships

The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.



(#12A) The World's Greatest SX Races

Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#300) 1990 Supercross Package

Order all 16 videos of the 1990 AMA Camel Supercross series in one package. Save \$2 per tape, complete your collection! From Motovideo.



(#51) Bubba Shobert: Champion

True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won

Bubba Shobert wins for Honda, then tells you how. Thrilling 6-ride duel to a photo finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile

This video is the essence of dirt-track racing: two of the best in the business duel for 20 laps — and decide it all in a one-lap dash to the flag. By Despain Associates.

(#201) 1990 San Jose (Spring) Mile

Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

(#202) 1990 Springfield (Spring) Mile

Scotty Parker breaks away from a 7-ride battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

(#203) 1990 Louisville Half-Mile

Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

(#204) 1990 DuQuoin Mile

Spectacular footage of DuQuoin qualifying heats, semis, and LCQ up through the rain-soaked 2-lap final includes great racing action including Doug Davis' bone jarring crash. Special bonus coverage of the Hagerstown Half-Mile. From Despain Video.

(#205) 1990 Peoria TT

Chris Carr wins Peoria so much, some say he "owns" this classic event — now you can own the video. Spectacular coverage of the action, including slow-mo replays of the semi-finals and main event crashes. From Despain Video.

(#206) 1990 Springfield Fall Mile

Scotty Parker wins, takes over points lead as Carr suffers an oil leak and black flag after leading much of the race. Ronnie Jones & Jay Springsteen make it to the winners circle. From Despain Video.

(#207) 1990 San Jose (Fall) Mile

Scotty Parker pulls off a miracle win on the restart after crashing spectacularly on the opening lap & a frantic race with the clock to repair his bike. From Despain Video.

(#208) 1990 Ascot (Fall) Half-Mile

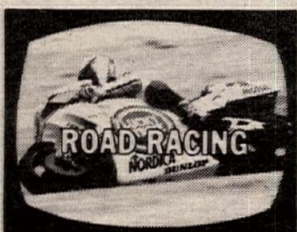
The last-ever AMA half-mile at Ascot, Ronnie Jones captures the main event win. Steve Morehead takes the \$10,000 Camel Challenge; Will Davis' race-stopping crash, and more. From Despain Video.

(#209) 1990 Sacramento Mile

Parker takes the title with style in the final round of the series with a thrilling win over Carr and Jones. From Despain Video.

(#210) 1990: Year in Review

Here are all the highlights of all 16 races that determined the 1990 AMA Grand National Championship. Relive the greatest moments of Parker, Carr, and the rest of the rolling thunder show from 1990. From Despain Video.



(#78) The American Express

A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

(#81) United States Grand Prix 1989

From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

(#9) U.S. Grand Prix 1988

Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fille beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version — 6 cameras, more racing action! 60 minutes. By Motovideo.

(#80A) 1990 Japanese RR Grand Prix

Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

(#81A) 1990 USGP Laguna Seca

Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix

Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix

Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix

Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix

Tight action as Schwantz wins at Salzburgring by 1/2 second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix

Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-ride duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix

Schwantz tames Rainey for the Texan's 3rd-GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix

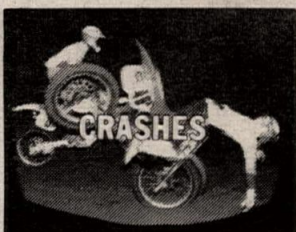
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

(#94) Isle of Man 1989

A New King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo.

(#41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! Guaranteed to entertain everybody! 60 minutes. By Motovideo.



(#55) Motocross Crash & Burn Spectacular

The original by Motovideo. 30 minutes.

(#66) Motocross Crash & Burn II

"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#105) SX Thrills, Spills and Chills '90

You've seen the commercials — now buy the video... Great entertainment at parties. 30 minutes from Motovideo.



(#104) Sturgis '89

The 49th annual Black Hills Classic including dirt track hillclimb, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

(#106) Daytona '90 - "A Ride on the Wild Side"

The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. From Progressive Design.

(#107) Racing America Volume One

A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary

The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118) 50 Years of Sturgis

When Sturgis was started back in 1938, no one ever dreamed if would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Panacom, from Progressive Design.

(#120) Ride America Package

Experience Ride America — a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1

This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video.

(#122) Ride America: "The Million Dlr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video.



(#14A) 1990 N. American Speedway Final

See the top American speedway racers vie for honors to represent the USA in the World Championships. Highly competitive action from Long Beach Veterans stadium. 60 minutes, from Raz Video.

(#102) Speedway Ice World C'ships 1990

The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

(#45A) 1990 Speedway US Nat'l Championships

This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123) 1990 Calif. State Speedway C'ships

With commentary by Terry Clanton and Cycle News writer Scott Dalosio, this event is one of the most competitive on the west coast. Also features the wild speedway California Sidecar Championship. 90 minutes from RAZ Video.



(#11) Rick Johnson Profile of a Champion

By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy."

(#13) Riding Motocross — Glover Style!

Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance

How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motivation"

From John Bradley entertainment. Rick's new 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can. Order now for immediate delivery!

(#108) A Twist of the Wrist

The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matzattack Video - I'm No Chicken!"

Follow "the Chicken" Jeff Matisevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken from his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.



(#95) Paris To Dakar 1989

For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Motovideo.



(#20) Golden Mountain

1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute

Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#114) Superstar Showdown

Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McEneaney, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video.

(#115) Rendezvous at the Ring

This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video.

(#116) Racing into History

Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood, 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video.



(#124) The Awesome Factor

This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

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